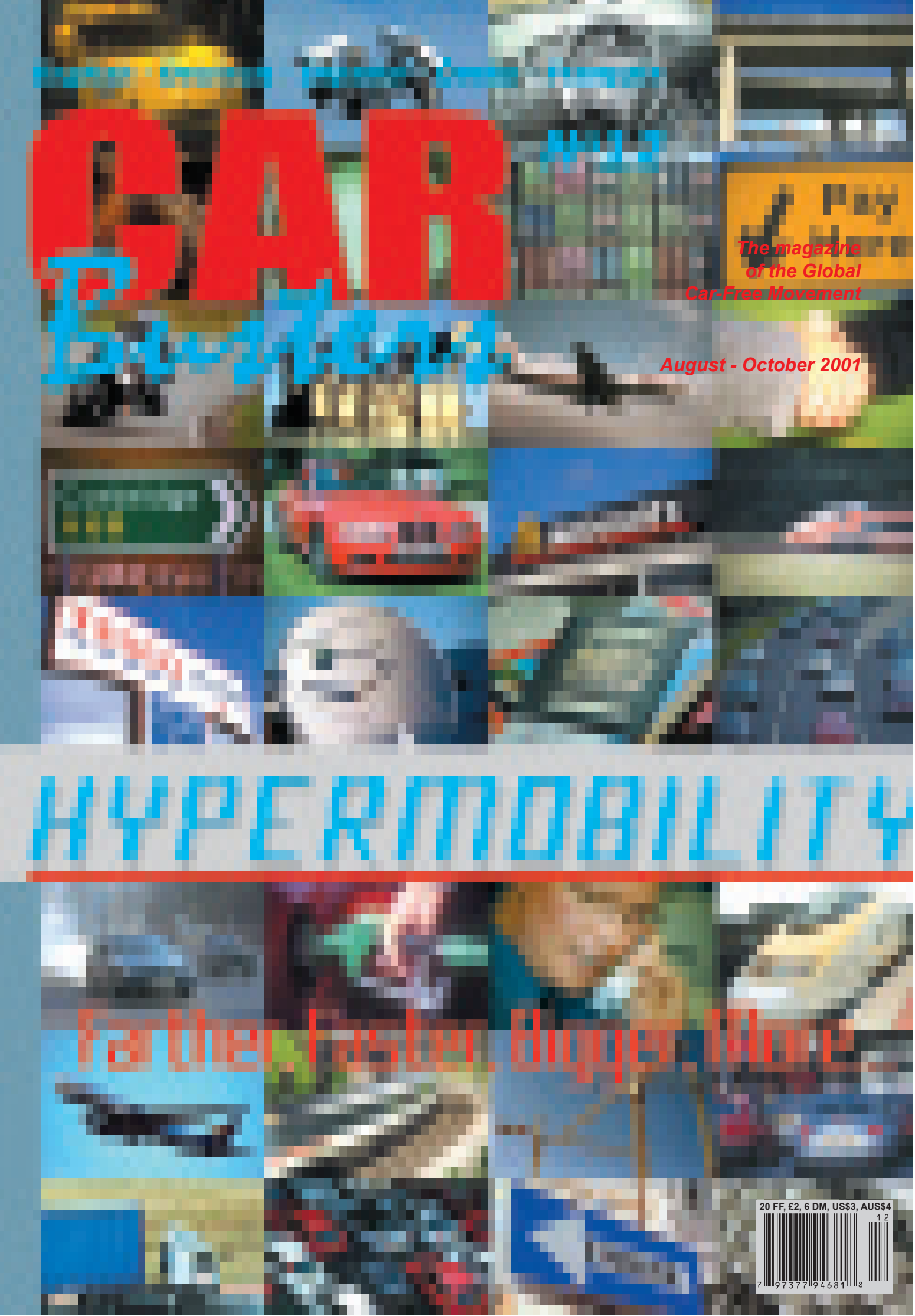
CAR
The magazine
of the Global
Car-Free Movement
August - October 2001
HYPERMOBILITY
for the Restless, Hungry World
20 FF, £2, 6 DM, US$3, AUS$4

CAR Busters

SOMETIMES, THE MOST RADICAL THING YOU CAN DO IS STAY WHERE YOU ARE.

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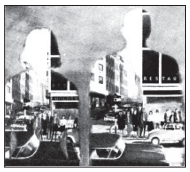

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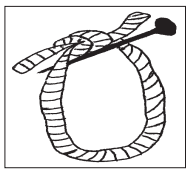

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Randy Ghent, photos courtesy of Freefoto.com
Back cover:
Vincent Cheynet
Sitting graphic on this page:
Andy Singer

Introduction • Einleitung • Introducción

Let's Slow Down, O.K.?

Ever since *Le Monde* published Ivan Illich's "Energy and Equity" in 1973, a handful of people around the world have attempted to attract the public's attention to a form of exploitation ignored by standard social critique: vehicular speed. Twenty-eight years later, as mainstream society contents itself discussing what the best fuel source for its vehicles might be, it is clear that this unfinished (in fact hardly seriously started) debate must be revisited, and its spirit rekindled. After all, today's environmentalists push for high-speed trains and metro systems. Sprawl may now be an issue, but rarely the conditions that create it. Even the proposed models for car-free cities unquestioningly provide for, and thus maintain, high mobility. Penetrability of space is always the goal, without so much a thought as to what is lost relative to what is gained—and for whom it is gained, at whose and what's expense. We don't accomplish more today than people did in pedestrian societies, we simply cover more distance as access to high speed expands the orbit of daily life. It has become necessary for Car Busters to carry on the "time/space/speed" debate, and also to pass on some of the definitive papers on the subject to the next generation. Let that generation be you.

Seitdem *Le Monde* 1973 Ivan Illichs "Energy and Equity" veröffentlichte, haben eine paar wenige Menschen auf der ganzen Welt versucht, die Aufmerksamkeit der Öffentlichkeit auf eine Form der Ausbeutung zu lenken, welche von den SozialkritikerInnen bisher normalerweise ignoriert wird: Geschwindigkeit. 28 Jahre später, stellt sich der grösste Teil der Gesellschaft damit zufrieden, über die besten Treibstoffe für Autos zu diskutieren. Es erscheint offensichtlich, dass diese unbeendete (bzw. nie ernsthaft begonnene) Debatte wiederaufgenommen und ihr Geist wieder geweckt werden muss. Immerhin fordern die UmweltschützerInnen von heute Hochgeschwindigkeitszüge und U-Bahn-Systeme. Die wuchernde Ausbreitung der Stadtgebiete mag zwar ein Thema sein, doch kaum jemals die Voraussetzungen, aus denen heraus dieser Zustand entsteht. Selbst die vorgeschlagenen Modelle für autofreie Städte sind unzweifelhaft für hohe Mobilität gestaltet und halten sie somit aufrecht. Das Durchdringen des Raumes ist das stete Ziel, ohne Reflektion darüber, was dabei im Bezug auf das Gewonnene tatsächlich verloren geht—und wer dabei gewinnt, zu wessen Kosten. Wir erreichen heute nicht mehr als Leute in Gesellschaften, in denen der meiste Teil der Wege zu Fuss bewältigt wird Wir legen einfach nur eine grössere Entfernung zurück, da der Zugang zu hoher Geschwindigkeit unseren Aktionsradius im alltäglichen Leben erhöht. Für Car Busters ist es wichtig geworden, diese "Zeit/Raum/Geschwindigkeit" Debatte fortzuführen, sowie einige der Texte zum Thema an die nächste Generation weiterzuleiten – und diese

Desde que *Le Monde* publicó "Energía y Equidad" de Ivan Illich en 1973, un puñado de personas de todo el mundo ha tratado de llamar la atención de la opinión pública sobre una forma de explotación ignorada por la crítica social al uso: la velociad del transporte. Veintiocho años después, mientras la corriente social mayoritaria se contenta con discutir sobre cuál será la mejor fuente de energía para sus automóviles, es claro que este debate inacabado (en realidad apenas seriamente iniciado) debe retomarse reviviendo su espiritu. Después de todo, desde posiciones ambientalistas a veces se apoyan los trenes de alta velocidad y la expansión del metro. Puede que se discuta la expansión urbanística pero no tanto las condiciones que la generan. Incluso los modelos propuestos para ciudades sin coches plantean, y por lo tanto mantienen, altos niveles de movilidad. La penetrabilidad del espacio es siempre el objetivo, sin cuestionar qué se pierde en relación con qué se gana- y para quién se gana, y a costa de quién y de qué. En general no realizamos más actividades en la actualidad de lo que la gente hacía en las sociedades no motorizadas, simplemente recorremos mayores distancias puesto que el acceso a la alta velocidad expande el radio de acción de la vida diaria. Car Busters considera necesario continuar el debate sobre el "tiempo/espacio/velocidad" y además difundir algunos de los textos más relevantes sobre el tema a la siguiente generación. Haz que esa generación seas tu.

La traduction française est fournie dans un supplement inséré dans tous les magazines destinés aux pays francophones. Contactez Car Busters si vous voulez le recevoir dans un pays non-francophone.

Nechtic rozzlobit Pagemakeroveho boha, radeji bude tento uvod opet bez hacku, ale nebojte, v ceske priloze, ktera k tomuto cislu vyjde, hacky budou! A taky tam bude preklad toho nejdulezitejsiho, jako jsou clanky o tom, ze se hybeme az moc, o automobilove ideologii, o lepsim svete po roce 3000, a pak taky vyber ze zprav, dopisu a 'okenka' automobilove kultury. Staci, kdyz si o

Bust-

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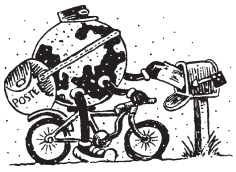
Letters

Lettres • Briefe • Cartas



Feeling alone with your opinion? Send a letter under 300 words, and we just might inflict it on all our readers.

Cars Are My Life!

I am just 15 and I can not imagine a world without automobiles. Cars are such a fascinating part of life. Not only for the incredible convenience the auto offers, (out in the rural areas I live in your idea isn't even an option) the time saved and the distances we can go with them, but the history and speed!

I race carts at a local speedway, and I will soon be licensed to race actual cars on the dragstrip through Teen Championship Racing. I love to work on cars, I love to drive cars, I love custom vehicles and classics. I build car models and collect them. My AOL screen name is dedicated to a great car, the Dodge Viper! Cars are such a huge part of my life I don't even know what I would be doing half the time if it weren't for them!

Anyone who wants to rid the world of cars is insane. Why in the hell would you even consider something that crazy?!! It has been proven there is no hole in the fricking ozone layer! They pollute, yes, but we are not in danger. If you paid attention in science class, all this global warming bull is just the natural fluctuatuions in tem-peratures the world goes through over and over in history. We had ice ages and periods of "warming" before man even walked the Earth. You can't get rid of pollution.

If pollution is the reason you fight cars, I'm gonna put some nice big pollutin' headers on my first car, and screw emissions and screw you too...

Dan

[Ed. note: We've already replied to Dan but maybe you'd like to tell him a few words as well—send them to us.]

Want Some Iron, Anyone?

We are a casting manufacturer in Handan (south of Hebei Province, China) that is an important producing area of iron. The production capacity of our company is more than 20,000 tons per year and in 2000 we got the absolute export right. For many years, high quality and low prices of our products have made us a good reputation in overseas markets.

We mainly produce all kinds of ductile and iron castings such as covers, frames and gratings etc. Apart of these, we also manufacture other castings for our customers according to their drawings or models such as lamp posts, stoves and other artistic castings.

Here I want to know whether there is a chance for us to cooperate or whether there are some items you are interested in. Please, let us know your ideas.

With my best regards,

Wang Sheng Mei, Sales Manager

[Ed. note: Sure Mr. Mei, we'd like five tons for starters.]

100% Vegetarian Fuel

Dear friends, thanks for publishing your informative and amusing magazine. It's refreshing to read a twisted and "dysfunctional" publication promoting sustainable transportation in a world still dominated by forces posing to be sane and sensible, but who are really burning down the road to destruction.

I too feel lonely and isolated sometimes as the sole proprietor of a business called Tricycle Freight of San Francisco. Using a pedicab/cycle-rickshaw-sized trike equipped with a flatbed and container shell, I make my living trans-porting various goods in the city using 100 percent vegetarian fuel. I often get exhausted (by work and fumes combined) and a little down from the prevailing bad vibe of materialist greed and ego.

If you're interested in learning more about my little trip called Tricycle Freight, please check out the web site <www.workbike.org>.

Consider me a comrade and available to help and cooperate in our common dream to rid the streets of excess motorized caskets, smoking tombs, and implements of destruction.

Tom Horner

San Francisco, USA

I Will Never Drive

I'm an 18 year old from Seattle, in the most car-infested country in the world. I have never driven, never will drive, and will never have a driver's license.

So many aspects of automobiles are so costly, deadly, and lethal to the planet that I have never been able to even come close to justifying the costs. Many people never expend the time or thought to research or fully understand the depth of the dangers and losses beneath the shiny chrome exterior.

I feel that if this information were much better distributed, especially to children around the age when they are first encouraged to thoughtlessly pursue this terrible means of transportation, then the problem would dissipate far more quickly.

Please, never give up the fight. There are 32,000 people killed every year here in America in accidents [actually over 40,000 - ed.], the Arctic sea ice has decreased from 3.1 metres in 1970 to a present meagre 1.8 metres, and the costs are astronomical.

Knowing others feel the same way, are aware of the same problems, and are strong enough to act on them is one of the best remedies for this I know of.

Nate Klingenstein

Sending Up Car Culture

Yep, it can get lonely working away trying to save the planet, can't it?! Gotta make sure you don't get too sucked into the bottomless pit of activism and take time out to have fun. Then you can keep going, and it's easier to do the job.

That's one of the reasons I love Car Busters. Your mag is so funny the way it sends up car culture. I'll never forget the ad on the back of the first mag. My first reaction was 'oh no, they've got an ad for a car on the back. I've been fooled, maybe they're funded by the car industry? Then as I started reading I understood! It was hilarious. So, thanks, thanks, thanks for your great work!!!!!

Christine Laurence

Sydney, Australia

One Less Problem

Living in Atlanta and riding a bicycle is an adventure. I was born into a family of SUV drivers and am sickened by the selfish-ness that surrounds me. More so I am saddened by the belief that people feel they have no other choice than to buy a giant steel box.

Every day I see the sunrise over the city and I notice the beautiful hues created by smog, I breathe it on the air alert days and feel my lungs strain, but I know that I am not part of this problem. In the U.S. I represent less than one percent of the population, but I am less lonely with every car-free organization and individual I come into contact with.

Katie Sobush

Atlanta, USA

Car-Free Dilemma

Hi, I just wanted to let you know how much I appreciate your organization. I also wanted to ask what I should do with my car now that I'm finally going car-free. It's an old car with various problems and bad emissions.

If I sell it, I won't get much for it and someone else will go on driving it and polluting and adding to traffic with it. If I let it go to the junkyard (scrapyard), it will sit and leak fluids, causing environmental hazards, but maybe some of it will be recycled. I could donate it to a charitable organization, but what will they do with it? I hope you understand my dilemma.

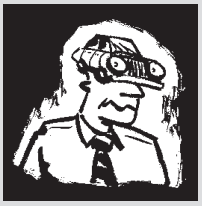
Do you have any suggestions?

Tom Birks

[Ed. Note: We suggest turning it into a garden or an educational sculpture to be put somewhere a lot of people can see it. What would you suggest, readers?]

"The production of cars and trucks generates profits, by generating profits it also creates jobs. The vehicles we produce allow countries to export goods to their neighbours. This contributes to stability and stability is the prerequisite for peace."

- Ulrich Bastert, DaimlerChrysler



CAR CULT REVIEW

Make Your Own Roads

"Wanting to conquer the great outdoors is simply not a good reason to give up leather and air conditioning," claims the ad for the new DaimlerChrysler Freightliner Unimog, a vehicle that "has no equal." Not only does it exceed the weight limits of many roads and bridges, it is also exempt from most U.S. air pollution and fuel-economy regulations.

But there's more to the "Unimog," a name originally belonging to a German cross between a truck and tractor used mostly for military purposes: It is almost three metres high, so you have to use a ladder to climb into the front seat; it weighs 5,400 kilos (12,500 pounds) and gets only 100 km per 24 litres (10 miles per diesel gallon). Not only is it this economical to run, but you can go out and buy one for a trifle US$84,000!

The Freightliner Unimog advertisement shows the mighty vehicle standing on the edge of a cliff with a twilight foggy mountain range behind it, and the title: "You don't need roads when you can make your own."

- International Herald Tribune, Feb. 22

Dear Senator Wentworth:

I am writing in support of Senate Bill 238, which will protect motorists from cyclists. Your legislation is a good start, but it does not go far enough.

We all know that thousands of drivers are killed every year by reckless bicyclists. I'm not so worried about the 16-- to 17-pound bikes, but the 18- to 20-pounders are killers. The bicycles are dangerous, but the operators are even worse. Many of these "fitness freaks" leave work early to ride. I know several who won't even eat chicken fried steak with extra gravy.

They refuse to smoke cigarettes, which hurts our tax base and is bad for economy. Some refuse to discard their empties on the side of the road. And they're always carrying on about recycling, mass transit and other socialist plots. Others don't even own a Suburban or Explorer, because they eat too much gas and pollute. Worse yet, there's a deviant subgroup of male cyclists who actually shave their legs—which could lead to dirty dancing and paganism.

So let's finish the job. Why not ban these nogoodnicks from the roads outright? They set a terrible example for our youth—they don't pollute their fair share, they're not obese, they don't watch enough tele-vision, and they don't buy things they don't need at prices they can't afford on credit down at the shopping mall. What you ought to be doing is giving us drivers an incentive to help persuade cyclists to get out of the road, like in that movie Death Race where the drivers get points for obliterating a pedestrian. The red triangle your law would mandate would certainly help us zero in our targets.

Eradicate the cyclists and replace them with more god-fearing truck drivers. In fact you should be using your power to mandate

that all good Texans use more gas, eat more cheeseburgers, build more strip shopping centers, and spend more time in bumper to bumper traffic. And don't forget to ban the use of push brooms and rakes and offer tax rebates on gasoline powered leaf blowers.

In closing, your bill is a good start, but Texas won't be safe until we eradicate these two-wheeled menaces forever. One more thing, I hear there are children out in Abilene and Odessa who still don't have industrial asthma. When are you and our new President going to get busy and double deck our freeways and erect a new power plant behind every grade school?

Sincerely,

Roger G. Worthington

Cars Are Bliss

"Cardinal Angelo Sodano, 73, the powerful Vatican secretary of state, who is said to be a papal contender, is a highly effective bureaucrat, but not particularly known for pastoral warmth. In March, however, he took a rare break from his busy diplomatic schedule to bless Roman drivers and their cars at the Church of St. Francesca Romana, the patron saint of motorists."

On the feast day vehicles from all over the region arrive en masse to park as close to the church as possible and receive the full benefits of the saint's blessing for the coming year. Not only private drivers, but buses, trams and the entire public transport system of the city receive a divine boost on this day, making sure they are well looked after for the coming year.

Rather bizarrely, the 15th-century saint Frances of Rome was designated the patron Saint of car drivers in 1925, by Pope Pius IX. The rationale for this is that, according to legend, an angel used to light the road in front of her with a lantern when she travelled, keeping her safe from hazards. She is also the saint protectress of taxi drivers, and, interes-tingly enough, of "people ridiculed for their piety."

- New York Times, May 20

Just Imagine the Shopping Trolleys…

One of the biggest German supermarket chains Edeka had an "action" sale of Fiat Puntos in May. Within three weeks they sold 100 cars and got sued by the Italian producer, who didn't like seeing its cars sold by other than official dealers.

The car maker lost the case, so other happy customers could have enjoyed the 23 percent discount on a package of either the car accompanied with a moped, colour printer, camera and cell phone, or the car, laptop, phone and digital camera. Fiat was really unhappy with this and started a campaign trying to persuade customers to go to official dealers instead. No promises of corn flakes and Coke made though.

- MF Dnes, June 6

Step Aside, James Bond!

U.S. Army truck designers have produced a pick-up that would leave James Bond's cars standing. Bulletproof glass, grenade launcher, laser gun and the ability to foil pursuers with oil slicks and smoke screens, are all part of the SmarTruck. Also featuring an onboard personal computer, built-in night-vision, and even a spike dispenser to help throw off pursuers.

The SmarTruck was designed by National Automotive Center to be secure. It has Kevlar-like armour and an onboard bomb-detection unit. And just to keep thieves at bay, it even has door handles that can stun with a high-voltage electric shock.

- BBC

Industry Watch

Digging the dirt on your favourite corporations

They Say:

And the best thing an African farmer could do is buy a car. Daimler-Chrysler, Ford or Volkswagen is recommended. Why them? Because these companies belong to the nine core ones involved in a project of the World Business Council for Sustainable Development called Sustainable Mobility.

The project is "an initiative to provide a clear analysis of the challenge and to develop a vision of future mobility—one that takes into account population increase, the access needs and economic growth of the developing world, while ensuring that transportation's contribution to that growth is sustainable."

Nice words, n'est ce pa? And there were many more at a conference in Prague, glamorously called 'Stakeholder Dialogue'. There were representatives of the WBCSD, Ford, Volkswagen, Michelin, Shell and General Motors, governments, academia and (some) NGO's.

They all talked about mobility as if it was the single most essential thing in human life. Unfortunately, even some NGO people played the game of 'a car not fuelled by oil is sustainable, isn't it?' And a guy from a Slovenian environmental group had a superb vision for 2030—put highways underground and let people walk and trees grow freely on the surface.

O.K., maybe mobility is important, but as John Adams states in his "Hyper-mobility" article (pages 8-11), you can have too much of a good thing. However, those guys did not want to hear that—instead they showed us charts of increasing numbers of vehicles, saying that nothing can be done about it, accompanied with a picture of their vision of sustainable mobility (have a look).

Of course, car and oil companies make profits from the ever increasing desire to live and move about quickly. Therefore their solutions to the current miserable situation in congested cities will always be high-tech, based on the assumption people have to be moved as fast and as far as possible, whenever they like.

Surprisingly, it was also possible to discuss openly with some of the people from car companies—I had a good chat with a Ford guy (a weird feeling I can tell you) about land use planning, public transportation, aggressive car advertising and urban sprawl.

What is the problem then? These people may even mean it but their colleagues do not share such views. In one session I asked a guy from General Motors how he would envision making sure that the privatised public transport systems his working group proposed do not get bought off by car companies, which would then dismantle them. His reply was: "Well, that's what we want, isn't it? Ha ha."

Maybe he's simply tired of environmentalists criticising General Motors for what they did in 1940's in the USA and he was mocking himself. And maybe the guy from Daimler-Chrysler, who only appeared for a meal and his own speech on Stakeholder Dialogues and how his company tries to be a good profitable corporate citizen, simply didn't have time to actually join the workshops and dialogues. Or maybe the car companies as such do not really care much about this Sustainable Mobility project. They only take it as a useful public stunt, which makes them look nice and environmentally friendly, which in turn can bring in new customers.

Watch out for these "sustainable" companies even more carefully now than when they didn't know the word and openly despised environmentalists. Their mouths are full of sustainability and they make friends with civic organisations but at the moment it all boils down to another advertising campaign for their wonderful "green" cars. n

- Ivana Jakubková

Find out more: <www.wbcsdmobility.org>

Epilogue

On the second day of the conference there was an action in front of the boat: my friends were handing copies of Ultimate Greenwash Awards which U.S. Corporate Watch has given to WBCSD to the conference participants. The first question the project director asked was: "Do any journalists know about this?" Hmmm, did he fear that he wouldn't look good in pictures or was he aware of the fact his organisation would always push for the no-committments, business-as-usual agenda?

The Secret Life of AAA

You might wonder why talk about the American Automobile Association here when it is not an industry. However, if you read Michael A. Rivlin's report on the dark side of the second largest membership organization in USA, you'll understand.

Using its members as collateral, AAA, its local affiliates, and its partners work to influence national law and policy, and not to the good of the planet. AAA weighs in on highway funding, suburban sprawl, mass transit, car design and safety, air pollution and global warming. Almost without exception it advocates policies that damage the environment and endanger health.

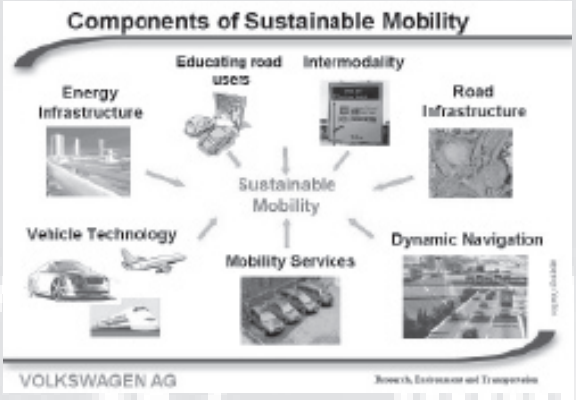
When AAA was founded in 1902, its main business was putting up road signs. Then it started advocating construction of more and better roads. Eventually, it was lobbying in support of the interstate highway system.

But as America turned its attention to environmental problems, AAA started lobbying to keep the funds raised through gas taxes and tolls—funds once used exclusively for highway construction—from being stolen away for public transit or land conservation. Eventually, its mission has expanded to the point where the organization is promoting a full-scale transportation policy agenda, one that brings it into direct and frequent conflict with environmentalists.

Most recently, AAA joined in the fray over tailpipe standards which were approved earlier this year. The Tier 2 Standards and Gasoline Sulfur Control Requirements will dramatically reduce the legal limit on tailpipe pollution, including the carbon dioxide.

AAA is a 'not-for-profit' organization (though it does pay taxes). Nevertheless, every year the association and its affiliated clubs sell $6 billion worth of insurance, $2.4 billion worth of traveler's checks, and $3.4 billion worth of travel agency services.

By pursuing the same goals as the auto, oil and road-building industries, AAA benefits directly. n



World Car-Free Day Is Coming!

It's coming…It's coming! Despite the confusion our proposal for the World Car-Free Day on September 21, 2000 caused in Europe due to its proximity to the European Union one (September 22), we have cheekily decided to do it again. This year there might be even more confusion thanks to the newly emerged Earth Car-Free Day (April 19) and the fact that Adbusters advertises World Car-Free Day for September 21 instead of September 20. Still other people think there's something called International Car-Free Day, which, mind you, has never existed, at least not outside of their imaginations. But as far as we're concerned, the more car-free days the better.

When people are confused, they tend to ask questions, and that is what we want. We want them to ask themselves "Why on Earth would anyone want a car-free day—we need cars, don't we? What is such a day good for? If only there weren't so much congestion, noise and smog, life would be perfect!"

Let's make this "if only" live for at least one day by making the World Car-Free Day a grand day of actions and events. Let there be a range of levels of radicalism. Let there be guerilla gardening, "depaving," creative community education, organised scandals and hoaxes, do-it-yourself bike lanes, workshops on car-free cities and living, Critical Mass cycle rides and Reclaim the Streets parties. Use your imagination—The Car-Free Carnival never stops!

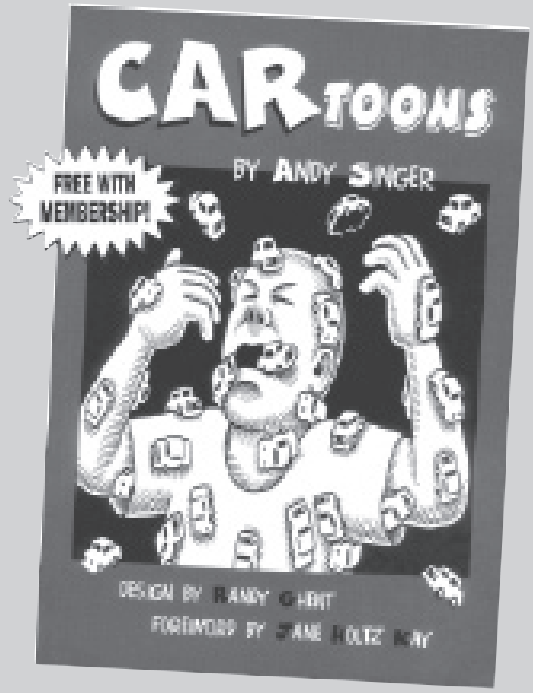
Don't be afraid to start small, but make an effort to join with any potential allies to make the day successful. Almost anything that makes people think about the future of cities and their sustainability is worth doing. Let's make it a beginning to more long-lasting change rather than a once-off celebration of sustainable transport. Let's celebrate World Car-Free Day on September 20 and work to make every other day car-free, too.

Last year we received reports from some 50 places all over the world, but heard of many more. Let's see how many people join in this year. Will you be among them?

For more info on the last year's events, see <http://www.carbusters.ecn.cz> or read issues 8-10 of this magazine. This year we can provide you with World Car-Free Day downloadable logos (in various languages) and posters, useful facts and figures, and stickers from our Resource Centre (see pages 28-29).

Join us in organising for World Car-Free

NEW RELEASE From Car Busters!



Published by Car Busters, this new 100-page book includes nearly all Andy's transport-related graphics, divided into seven chapters ("CARs 'R' Us," "InCAR-cerated," "CARnage," CARtels"...). The 'toons are being made available for your own activist uses for the first time, made easier via an optional CD-ROM containing all the images found in the book. See prices and ordering info on the Resources pages in this magazine. Or get one by joining Car Busters as a member, using the form on page 30. Order your copy before it's too late!

Car Busters, Krátká 26, 100 00 Praha 10, Czech Rep.
carbusters@ecn.cz - www.carbusters.ecn.cz

Translation of the subvert on the back cover

Invalidor. For Those Who Can Pedal No More.

Tired? Too old to pedal? Legs ache? No longer wish to change the world, to stop polluting? Your bike is in the closet. You no longer believe in it. Thanks to the new Invalidor, rediscover between your legs all your

Note: GRABATOR—Invalidor in English—comes from GRABATAIRE, which is used for old people who can no longer move and don't really feel at ease on an intellectual level either.

HYPERMOBILITY

All industrial countries struggle to apply technical fixes to problems caused by increasing physical mobility. But even if we devise congestion-free, non-polluting modes of transport and all work from home, we will still pay a very high price for mobility, says John Adams, citing examples from Britain...

Prodigious technological efforts are being made to solve the problems of congestion and pollution caused by increased motorised mobility. Let us suppose for a moment that they succeed. Imagine that scientists invent something close to a pollution-free perpetual motion engine. Imagine further, that they succeed in developing the ultimate, intelligent transport system—a computerised traffic control system which will hugely increase the capacity of existing roads, rails and airports. Finally, imagine a world in which computers are universally affordable and access to the internet is too cheap to meter, and pollution-free virtual mobility is vigorously promoted as an important part of the solution to the problems caused by too much physical mobility.

At present, the lion's share of time, money and regulatory energies applied to the pursuit of solutions to the problems caused by motorised travel is being spent on such "technical fixes." If successful, there will be further large increases in physical mobility. Cleaner and more efficient engines will weaken existing constraints on the growth of travel—either by making it cheaper, or by removing the environmental reasons for restricting it. Intelligent highway systems promise to reduce greatly the time cost of travel by eliminating much of the time now lost to congestion. And virtual mobility, while capable of substituting for many physical journeys, is more likely to serve as a net stimulus to travel: by freeing tele-workers from the daily commute, it liberates them to join the exodus to the suburbs, where most journeys—to shop, to school, to doctor, to library, to post office and to friends—are longer, and mostly infeasible by public transport.

In 1950, the average Briton travelled about five miles a day. Now it is about 28 miles a day, and forecast to double by 2025. Growth trends for virtual mobility correlate strongly with the trends for physical mobility, but their growth rates are much higher. Transport and commun-ications provide the means by which everyone connects with everyone else. But the transformation in the speed and reach of these means is having profound social consequences.

A constraint on behaviour which technology cannot remove is the number of hours in a day. As we spread ourselves ever wider, we must spread ourselves thinner. If we spend more time interacting with people at a distance, we must spend less time with those closer to home. If we have contact with more people, we must devote less attention to each one. In small-scale pedestrian societies—hypomobile societies—everyone knows everyone. In hypermobile societies, old-fashioned geographical communities are replaced by aspatial communities of interest—we spend more time, physically, among strangers. The advantages of mobility are heavily advertised; the disadvantages of hypermobility receive much less attention. Many of the unwelcome characteristics of the hypermobile society can readily be imagined by extrapolating existing trends.

Society will be more dispersed. The process of suburban sprawl will accelerate. Societies whose members move at high speed over great distances consume more space. It is the long-distance journeys, by road and air, which are experiencing the fastest growth rates. Walking and cycling—the local, democratic and environmentally benign modes of travel—are in steep decline. Even with pollution-free perpetual-motion engines there will be unwelcome environmental consequences. More of the country will need to be paved to provide parking places; the extra roads required will scar cherished landscapes and subdivide still further the habitats of endangered species; room will have to be found for new and larger airports; those parts of the world valued for their remote tranquillity will be further encroached on.

Society will be more polarised. The increase in the mobility of the average Briton conceals a growing gap between the mobility-rich and the mobility have-nots. All those too young, or too old, or otherwise disqualified from driving will get left behind, along with those too poor to afford cars and plane tickets. They will become second-class citizens dependent for their mobility on the withered remains of public transport or the good will of car owners. And as the world runs away from them to the suburbs, most journeys will become too long to make by foot or cycle. Despite a ten-fold increase in the world's car population since 1950 (to about 500 million), the number of people who do not own cars has more than doubled (to about 5.5 billion, thanks to population growth). And despite the much more rapid increase in air travel over this period, the number of people in the world who have never flown has also increased.

The world will be more dangerous for those not in cars. There will be more metal (or

carbon fibre) in motion. The fact that there are now about one third as many children killed every year in road accidents as in 1922, when there was hardly any traffic and a 20-mph speed limit, does not mean that the roads are now three times safer for children to play in; they have become so dangerous that children are not allowed out any more. The retreat of pedestrians and cyclists will continue. As traffic increases, fewer people try to cross the street—one of the reasons why fewer people know their neighbours on the other side of the street.

Children's freedoms will be further curtailed by parental fears, and the social catalyst of children playing in the street will disappear. In Britain, as recently as 1971, 80 percent of seven- and eight-year-olds went to school on their own, unaccompanied by an adult. Now almost none do so; the government issues guidance to parents warning that it is irresponsible to allow children under the age of 12 out of the house unaccompanied. Children seldom experience mixing independently with their peers and learning to cope without adult supervision—an experience essential to the process of socialisation.

People will become fatter and less fit. Children with parental chauffeurs no longer acquire the habit of walking or cycling to school, friends, or other activities. As functional walking and cycling disappear, we will have less exercise built into daily routines—although this is a trend which appears to be partially offset by the growing numbers of people who drive to health clubs to run on treadmills.

The world will be less culturally varied. The McCulture will be further advanced. Tom Wolfe captures the phenomenon in his novel, "A Man in Full": "The only way you could tell you were leaving one community and entering another was when the franchises started repeating and you spotted another 7-Eleven, another Wendy's, another Costco, another Home Depot." Tourism is the world's fastest growing industry. Travel writers urge their readers to rush to spoil the last unspoiled areas on Earth—before others beat them to it. The moving pavement which speeds tourists past the Crown Jewels in the Tower of London is just one example of the triumph of Fordist efficiency which characterises mass tourism.

The world will be more anonymous and less convivial. Fewer people will know their neighbours. Gated communities and Neighbourhood Watch—attempts to recreate what used to happen naturally—are symptomatic of the new anomie. Even when they live in close physical proximity to each other, the mobile wealthy and the immobile poor live in different worlds. The poor, by their lack of mobility, are confined to prisons with invisible walls. They are continually tempted and taunted—as prisoners confined to cells with real walls are not—by the freedom and conspicuous consumption of the affluent. The wealthy can be seen and heard flying overhead, driving along motorways through the ghettos, appearing on television, enjoying privileges which remain out of reach. To the wealthy, the poor are often invisible; the wealthy tend to see the world at a lower resolution because of the height and speed at which they travel.

Society will be more crime-ridden. The strained relations between haves and have-nots will generate more fear of crime. As with danger on the roads, this is not reliably captured by statistics. Homes become better defended with stronger doors, locks and alarm systems. People, especially women, retreat from the streets and no longer use public transport because they feel threatened; growing numbers of motorists travel with their doors locked. Policing becomes more intrusive, making greater use of CCTV surveillance and computer databases. The old-fashioned bobby-on-the-beat who knew his neighbour-hood is being replaced by clever cameras which can read number plates and recog-nise faces. High-tech policing, feared by civil libertarians, is an inescapable cost of hypermobility. The alternative is ineffectual policing. If criminals [Ed. or other un-desirables like activits] avail themselves of modern means of mobility—physical and electronic—and the police do not keep pace, the latter will become impotent.

Society will be less democratic. Individuals will have less influence over the decisions which govern their lives. As we spread ourselves ever wider and thinner in our social and economic activities, the geographical scope of political authority must expand in order to keep up with the growing size of the problems which require governing. Political power migrates up the hierarchy from local authorities to Whitehall and Westminster, and increasingly to Brussels and unaccountable institutions such as the World Bank and the World Trade Organisation. On neither side of the Seattle confrontations between the WTO and disparate groups of protesters could be found institutions which were demo-cratically accountable—Greenpeace and Friends of the Earth are not democracies. [Ed. - what about the more grassroots organisations such as EF! or us, which are attempting to form real, diverse, direct democracy?] Trust in these unaccountable institutions diminishes as their "facts" become increasingly difficult to distinguish from spin. (In the sub-genre of science fiction devoted to futures in which distance has been conquered, there is not a single example of a democracy.)

The trends creating the world described above are meeting no effective resistance. On the contrary, they are being encouraged by governments everywhere. In Britain airport planning continues to be based on the predict-and-provide principle—and further huge growth is predicted. Airport planners everywhere reassure each other of the growth potential of their industry by noting that most people in the world have never flown. The idea that this growth might be constrained by their failure to provide sufficient airport capacity is—to them—unthinkable.

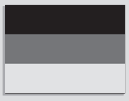
The British government has abandoned its pretence that it wishes to reduce the nation's dependence on the car. Gus Macdonald, the new transport minister, is now openly in favour of increasing it: "If cars become more affordable and more people want to own them, that is not a problem." He places himself firmly in the technical-fix camp: "Cleaner engines are the way forward." John Redwood, former transport spokesman for the Conservative Party, not to be outdone in the pursuit of the motorist's vote, urged the construction of more roads to bypass "environmentally sensitive towns, villages or beauty spots." He forgot the lesson painfully learned by his Tory predecessors: that there is a severe shortage of insensitive areas through which to build them.

What would be the main feature of a policy which sought to increase dependence on the car? It would encourage people to move out of town and spread themselves about at densities too low to be serviced by public transport. Under the previous government this policy met with impressive success; a 1999 study by the Town and Country Planning Association reports the loss of 500,000 urban jobs and an increase of 1.7 million low-density jobs between 1981 and 1996.

A policy which sought to reduce dependence on the car would seek to restrict traffic in the areas where its growth is fastest—not in congested urban areas, where it has already stopped, but in the suburbs and beyond. Private consultants now offer advice on relocation away

TRANSLATION

Traduccíon • Übersetzung



Deutsch

Mobilität befreit und gibt Kraft. Aber es gibt auch ein Zuviel des Guten. Alle industrialisierten Länder strengen sich an, technische Lösungen für die Probleme, die die zunehmende physische Mobilität hervorruft, zu finden. Doch selbst wenn wir uns abgasfreie, umweltschonende Transportmittel ausdenken und alle zu Hause arbeiten, werden wir dennoch einen hohen Preis für Mobilität zahlen.

Eine Beschränkung für unser Verhalten, welche nicht von der Technologie aufgehoben werden kann, ist die Anzahl der Stunden pro Tag. Indem wir uns breiter ausbreiten, müssen wir uns in der Konsequenz dünner machen. Wenn wir Zeit in der Interaktion mit Menschen in der Ferne verbringen, können wir folglich Konsequenz weniger Zeit mit denen in der Nähe verbringen. Wenn wir Kontakt zu vielen Menschen haben, können wir dem oder der einzelnen weniger Aufmerksamkeit schenken. In kleineren Gesellschaften, in denen die meisten Strecken zu Fuss zurückgelegt werden—hypomobilen Gesellschaften—kennt jede/r jede/n. In hypermobilen Gesellschaften werden die altmodischen räumlichen communities ersetzt durch Interessengemein-schaften—wir verbringen mehr Zeit in der physischen Anwesenheit Fremder.

Die Vorzüge der Mobilität werden stark beworben; den Nachteilen der Hypermobilität wird weniger Aufmerksamkeit geschenkt: die Gesellschaft wird weniger verstreut sein, polarisierter, weniger demokratisch, von höherer Kriminalität geplagt und gefährlicher für diejenigen ohne Auto. Die Bewegungsfreiheit von Kindern wird von Eltern aus Angst noch weiter eingeschränkt werden. Die Menschen werden dicker und weniger fit sein. Die Welt wird anonymer sein, weniger gesellig und kulturell eindimensionaler. Doch es gibt Wege und gute Gründe, den Trend der Hypermobilität umzukehren. n

Español

La movilidad es liberadora y energizante. Pero se puede tener demasiado de una cosa buena. Todos los países industriales pugnan por aplicar "soluciones técnicas" a los problemas causados por la creciente movilidad física. Pero incluso aunque se diseñaran medios de transporte no contaminantes y libres de atascos que funcionaran desde la puerta de casa seguiríamos pagando un precio muy alto por la movilidad.

Una limitante sobre el comportamiento que la tecnología no puede eliminar es el número de horas que tiene un día. Mientras abarcamos cada vez más apretamos cada vez menos. Si pasamos más tiempo comunicándonos con gente a distancia, pasaremos menos tiempo con la gente de nuestro entorno más próximo. Si contactamos con más gente, dedicaremos menos atención a cada uno. En las sociedades pequeñas no motorizadas—sociedades hypomóviles—todo el mundo conoce a todo el mundo. En las sociedades hypermóviles la anticuada comunidad basada en el entorno geográfico queda desplazada por comunidades de interés "aespaciales" —pasamos más tiempo físicamente entre extraños.

Las ventajas de la movilidad se pregonan hasta la saciedad; los problemas de la hypermovilidad reciben mucha menor atención: la sociedad se dispersa, se polariza, es menos democrática y más peligrosa para los que no van en coche. Las libertades de los niños se ven restringidas aun más por el temores de los padres. Las personas se vuelven más gordas y menos en forma. El mundo pierde diversidad cultural, es más anónimo y menos hospitalario. Pero hay fórmulas (y grandes beneficios a obtener) para combatir la tendencia a la hipermovilidad. n

from city centres. This free-enterprise equivalent to the old Location of Offices Bureau is a proper market response to the additional centrifugal incentives now being devised by Labour government: urban road pricing and workplace parking charges.

Deputy Prime Minister John Prescott insists he is not anti-car—and has two Jags to prove it. He, like his transport minister, is happy for more people to own cars, but from time to time does express the wish that they would leave them parked more often. He should perhaps replace his road-building programme with a garage-building programme; new car sales in Britain in 1999 are estimated at 2.2 million—parked end to end, they would form a queue over 8,000 miles long.

When people acquire cars they look for somewhere to drive them and park them—increasingly difficult in Britain's cities. If the nation's car population continues to increase as predicted, the urban exodus will continue and dependence on the car will increase. Yet we can afford alternatives to the car. There is no shortage of money. The average new car costs £12,500, making the total queue worth £27.5 billion. In the past five years more than 10 million new cars have been sold. The political challenge is to divert the vast streams of private money available for transport into more benign channels.

The final policy which exacerbates the problem is the government's enthusiastic promotion of the internet. The idea that this will help to solve the transport problem, by obviating the need for much physical travel, rests on decoupling the trends of virtual and physical mobility, for which there is no precedent. Historically the growth trends of both kinds of mobility have correlated strongly; the most physically mobile societies are the heaviest users of all forms of telecommunications.

Advocates of telecommunications as part of the solution to transport problems argue that telecommunications will revive human-scale communities by permitting more people to work from home, spend more time close to home, and get to know their neighbours better. Perhaps. But this presumes that people will be content to lead a shrinking part of their lives in the real world which they will experience directly—and a growing part of their lives in virtual communities which they will experience electronically. It presumes that people will not want to meet and shake hands with the new friends they meet on the internet; that they will not seek first-hand experience of the different cultures they experience vicariously (electronically); and that they will not wish to have real coffee breaks with their colleagues. It presumes much for which there is as yet little evidence.

Let me offer a piece of discouraging evidence, albeit anecdotal, from an encounter at Vancouver airport while waiting for a flight. I got chatting to the fellow next to me. He was waiting to fly to Toronto for a game of bridge with someone from Toronto, someone from Scotland and someone from San Francisco. They had met and played bridge on the internet; now they needed a real game.

In "Who Killed Civic America?" Robert Putnam (Prospect, March 1996) documents the decline of civic engagement in American life and concludes, after considering various alternatives, that the chief culprit is television. He observes that "the electronic revolution in communications technology was the first big technological advance in centuries which would have a profoundly decentralising and fragmenting effect on society and culture." Curiously, his list of potential culprits does not include the car and the airplane, and the decentralising and fragmenting influence for which they have been responsible. A more convincing diagnosis would share the blame more equitably between the revolutions in transport and communications.

Throughout history, most people in most places have led pedestrian lives. Their settlement patterns and travel have therefore been tightly constrained. Such vehicular transport as existed was powered by humans, animals or the wind. The rich had more mobility than the poor, but no one had very much. Stories of flying carpets, seven-league boots, winged chariots and the like attested to a desire for more mobility, but in technologically unimaginative ages people were resigned to such marvels remaining the prerogative of the gods. Indeed, the legend of Icarus suggests that the idea of mere mortals attaining such means of travel was an impious one.

At a time roughly coinciding with the beginning of the industrial revolution in England, there began a period of remarkable reductions in the cost of transport and even more remarkable increases in its speed and comfort—and in the numbers of people who made use of it. The

achievements of the gods have been surpassed. Concorde can fly faster than Apollo's flaming chariot, and advances in telecom-munications have created a capacity for exchanging information which far exceeds anything ever attributed to Mercury. The transport and com-munications history of this period is almost invariably told as a story of progress following in the train of technological advance. Any problems associated with this progress have been seen as "side effects" to be remedied by yet more technology. Hypomobility was bad. More mobility is good. Hypermobility? Might it be possible to have too much of this good thing? This question has not been seriously considered by historians of transport, nor by planners and politicians concerned with its future. Simply by raising the question you run the risk of being labelled an enemy of freedom and choice.

This risk can be reduced if you ask the question differently. The "transport problem" can be usefully captured by conducting three opinion polls, each asking a different question. The first question is frequently asked. Would you like a car, unlimited air miles, and Bill Gates's level of access to all the electronic modes of travel? With minor variations this simple question is routinely asked by opinion pollsters. Worldwide, the answer is overwhelmingly yes. This is the implicit opinion poll which sets the political agenda for transport planning almost everywhere. In responding to it, people imagine the world as it is now, but with themselves gaining access to the greater range of opportunities that the wealthy enjoy. Most politicians believe that it would be political suicide to resist such aspirations. It would be manifestly unfair, politicians often add, for those who already enjoy a high level of mobility to pull the ladder up behind them.

But there is a second question, which is never asked. Would you like to live in the sort of world which would result if everyone's wish were granted? Help with the answer might be given by rephrasing the question: would you like to live in a dangerous, ugly, bleak, crime-ridden, alienated, anonymous, undemocratic, socially polarised, fume-filled greenhouse? The "fume-filled greenhouse" is optional; I strongly suspect that technological improvements will not keep up with traffic growth, and that the physical environment will deteriorate as mobility levels rise; but confining the question to the social consequences of hypermobility should be sufficient to elicit the answer no. This opinion poll asks, in effect: do you want the consequences of business as usual? As these consequences become better and more widely understood, increasing numbers of people are clear that they would not want them. But the political response has been disappointing. The best that even progressive Denmark or the Netherlands has achieved so far is a response which slows the rate of growth in road traffic in urban areas, does little to slow the growth of traffic in the suburbs and rural areas, and does almost nothing to stop the rapid increase in air travel.

Britain's new transport minister describes the continued growth of traffic as "inevitable"—cheerfully ignoring the

fact that those on the bottom rungs of this ladder are being pushed deeper into social exclusion. The political difficulty seems to be that the problem, when posed in the form of opinion poll two, implies the need for a grim, grey, virtuous self-denial in order to save the planet. This is not a platform on which many politicians want to campaign.

But there is a third, more cheerful, question—the inverse of the second question. Would you like to live in a cleaner, safer, healthier, friendlier, more beautiful, more democratic, sustainable world in which you know your neighbours and it is safe for your children to play in the street? If these rewards could be assembled in a convincing and affordable package, most people could be expected to vote for them—especially if the consequences spelled out in opinion poll two were seen as the alternative.

For most people, the possibility of realising the aspirations encapsulated in the first opinion poll is vanishing. But so long as its pursuit continues to be the principal objective of transport planners and policy makers, the bleak scenario set out in the second question becomes more likely. However, contrary to the assertion of Britain's transport minister, the rising tide of traffic is not inevitable. The traffic tide is not an irresistible force of nature like the oceanic tide. It is the consequence of myriads of human decisions large and small—of decisions by governments, about taxes and subsidies, about land use planning, about road and airport building, and of individual responses to these decisions. It is driven by a deeply-rooted, reality-denying, linear view of progress.

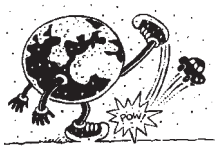
The first question is equivalent to asking a glutton if he would like unlimited quantities of his favourite foods and drinks. The answer is predictable. The second question confronts the glutton with the consequences of unconstrained indul-gence. There are expensive, high-tech solutions to some of these conse-quences—liposuction, Olestra (the non-fat fat that slips straight through) and bypass surgery. But eating less and walking or cycling to work are likely to be more effective, save money, and produce a greater sense of well-being and self-worth.

Achieving the society encapsulated in opinion poll three, which appears impossible to most politicians, is in principle quite straightforward. It requires a reordering of priorities. Instead of conti-nuing to sacrifice the physical and social environment for more mobility, it requires cherishing the local and foregoing some of the benefits of mobility to protect and enhance what we value in nature and our relations with friends and neighbours. To question the benefits of hypermobility is not to deny freedom and choice. It is to ask people what it is that they really, really want, and to confront them with the fact that their choices have consequences be-yond the primary objects of their desires. n

John Adams is professor of geography at University College London. This article is based on a paper Adams wrote for the OECD, titled "The Social Implications of Hypermobility" (it is available from <www.geog.ucl.ac.uk/~jadams/publish.htm>). This version appeared in Prospect, London, March 2000.

Action!

Action • Aktion • Acción



We're waiting... Send in your action reports by our next deadline, and share your creative ideas with activists around the world. Really, we are waiting...

photo: Danielle Werner

I'm Changing the Climate! Ask Me How!

"Feel the adrenaline rush of stalking the really big game—like the Denali™, Yukon™, or Tahoe™. Get the thrill of witnessing the tagging of an Excursion™, Expedition™, or Escalade™ with a not-so-subtle message that will leave them scratching their heads."

In the old days society had a pillory to shame people out of anti-social behaviour. Today we have the mighty bumper sticker, armed with ridicule and social embarrassment, bearing the slogan "I'm Changing the Climate! Ask Me How!"

The stickers, available from <www.changingtheclimate.com>, are to be covertly applied to offending vehicles.

The campaign aims to stigmatise "mindless consumerism and status acquisition," helping turn the SUV (sport-utility vehicle/four-wheel drive) from a status symbol into a badge of shame.

"This campaign is designed to tell the world what we think of those mindless suburban drones that insist on getting 8 miles per gallon while driving their kids to soccer practice," reads the opening text of the web site. "Join us as we direct our social activist energies toward the exciting new sport of Big Game SUV Hunting."

"The all-too-common image of the single commuter, mom on an errand to the local shopping center, or parent taking their kid to softball practice in a bloated gas-guzzling behemoth, is enraging those citizens who have a sliver of conscience regarding their lifestyle and the environment," says the web site.

"Now those people who have a legitimate need for these gas hogs—business people who have to haul stuff around and really need the automotive version of the Exxon Valdez to do it—should be spared," reads the rules section of the web site. "That leaves 95 percent of the SUVs on the road that never get dirty or use their four-wheel-drive as fair game."

Just a Dream, That's All...

Thirty or forty key on-ramps/intersections are shut-down with stalled vehicles, dumptruck loads of dirt or rock, human lock-downs, soccer games, etc. Fliers have been put up everywhere, which say in bold type: "Turn on your radio right now to station WWWW. The radio station could have a concise rap/explanatory show on: 1) why the climate crisis warrants doing such a radical action; 2) what the corporations/government are doing right now to send us over the brink; 3) and that the purpose of the action is to demand immediate about-face political action.

The radio station's most important role, however, would be to calm people down, with a friendly (maternal?) voice saying and joking in a reassuring manner:

"Hi folks, well, don't worry, there are no aliens landing in town, no terrorists, bombs or poison gas attacks, it's just us, your friends and neighbours, doing a protest. A protest because our city, the nation and the world are in grave immediate danger, and Bush and the Congress are the people doing this to us, and we have to stop them today! So please turn off your car's ignition right now, lock up your car, and go take a walk to get yourself a soft drink, or a better view, or go home, why don't you. If we succeed today, you're going to get the day off from work..."

- Climate Crisis Now!

Help Protect Ecuadorians From Rabid Vigilante President

Acción Ecológica (Friends of the Earth Ecuador) has been fighting a proposed oil pipeline that would cross Ecuador from east to west. But now the group fears for its safety due to government threats.

The 500-km pipeline would expand the Amazonian petroleum frontier to the last pristine corner of Yasuní National Park, home of the Huaorani tribe.

The Ecuadorian government is usually very slow to react to peoples' demands. But the reaction to the national and international mobilisation against the pipeline has been extremely swift, in favour of the pipeline. President Gustavo Noboa himself publicly threatened Acción Ecológica during a May 17 press conference. He shouted that he would declare war on the ecologists and would fight them "trench by trench." He would not allow "four clowns to fuck the country," in reference to the four organisations and local communities opposing the pipeline.

Acción Ecológica is one of the organisations that lodged an appeal demanding the suspension of the pipeline contract between the government and the OCP Consortium, consisting of AGIP (Italy), Alberta Energy (Canada), Kerr McGee and Occidental (USA), Repsol/YPF (Spain), Perez Companc and Techint (Argentina).

Given the great importance that the government sees in this project, Acción Ecológica fears their lives might be in danger, particularly that of Yvonne Ramos, whom the President specifically mentioned.

Acción Ecológica requests that letters be sent to President Noboa, asking him to respect the opinion and work of those who protect nature and life in the country, making him responsible for any attack on Acción Ecológica's members.

Please send letters to Señor Doctor Gustavo Noboa, Presidente, República del Ecuador; fax: (593-2) 580-735. Please copy to Acción Ecológica, fax: (593-2) 547-516; e-mail: <amazonia@accionecologica.org>.

Dutch Passengers: "The Railways Are Not For Sale!"

Led by a Brazilian samba band, hundreds of demonstrators marched on June 9 from the big central hall of Utrecht Central Station to the city centre, with banners proclaiming worker-passenger solidarity, and shouting "the railways are not for sale!"

They had come to the biggest railway hub of The Netherlands to protest the privatisation of the Dutch railways, which means fewer workers' rights, higher fares and reduced passenger safety.

Demonstrators ranged from a blonde conductor to an African immigrant passenger, from toddlers in their parents' prams to students to pensioners.

When they arrived at the railway directors' building, hundreds of demon-strators went inside. A spokesperson demanded to see Mr. Huisinga, the company chief. He was said to be not in. The passengers' spokesperson was surprised, as the new regulations of the railways, due to be released the next day, were widely predicted to cause chaos.

Demonstrators then glued a giant one-way train ticket to Warsaw to the building as a gift to management. This was because the management uses money to gamble, buying assets in Poland, while neglecting Dutch public transport.

As one of the first fruits of privati-sation, management gave themselves salaries three times as high as a government minister. So demonstrators threw pies at the directors' building, like in slapstick movies, to expose

foolish-ness among the high and mighty.

From June 11, the railway workers will do actions to protest management's anti-worker, anti-passenger "reforms." The Passengers' Collective will support these actions and form active groups nationwide.

Info/support: Jeroen Zonneveld, NS-reizigerscollectief, tel: +(31) 20-419-3806; fax: +(31) 20-419-4385; e-mail: <ns-reizigerscollectief@planet.nl>.

Countdown to Bonn: Planet Earth Up in Smoke

We no longer wonder if the world will end with a bang or a whimper. It will explode. We have seen it with our own eyes. We had planned to burn the planet.

It seemed appropriate enough—humans, especially us North Americans, are hastily burning the Earth's supply of oil, coal and gasoline in a blowout party of excess. We thought we'd dramatise that with a giant globe, and a litre of gasoline.

With a few used bike boxes, a hacksaw, and some paper and paint, we created a humble four-foot blue planet, continents and all. A loonie bought us a litre and a half of gasoline (what a deal—cheaper than spring water).

The Earth tilted precariously as we pedalled it on a bike trailer to the University of Toronto, outside the youth activist fair. We knew we had to act fast before campus security guards caught wind of our action.

The megaphone magnified our thoughts: "A few months ago in the Hague, the Netherlands, Canada failed Canadians and the world at the global gathering dedicated to resolve the climate crisis. On July 16 the world will try again in Bonn, Germany. We think Canada should show leadership—stop subsidies to the fossil fuel industry, commit to reductions in fossil fuel extraction and burning, and invest massively in renewable energy, mass transit and safe bicycle facilities."

This was our "Countdown to Bonn" kick-off. Exactly 100 days later, Canada would be among those negotiating the future of the planet's climate. The gasoline was poured over the Earth. The torch was lit. A loud whooosh proceeded the explosion. Brilliant orange flames snarled outwards as our group was jolted with a touch of panic. It was dramatic, and frighteningly close to home, and our bodies. Ashes littered the concrete.

See <www.CountdownToBonn.org> for more info on this campaign.

- Tooker Gomberg and Angela Bischoff

First World Car-Free Day, Now Earth Car-Free Day; What Next?

Coordinated by the Seattle-based Earth Day Network and The Commons (Ecoplan) of Paris, the second global car-free day ever was held April 19. The day saw events in more than 100 cities in 30 countries—involving, admittedly in the loosest sense of the word, millions of people.

"Across the world, people will be staying out of cars, riding bicycles, walking, or participating in open-air festivals on streets blocked from cars as part of this event," said Eric Britton, who heads the Paris-based group, before the event.

Among the day's highlights:

• Corporations and government agencies in Singapore were asked to pledge support by purchasing a commemorative Earth Car Free Day TransitLink card and asking their staff to go car-free for the day.

• Local groups in Pune, India, organised a cycle rally, pushed for "no-vehicle zones," and demanded bicycle lanes.

• The Costa Rican Minister of Energy and the Environment declared the day a national car-free day.

• The Firefly Brigade organised the Tour of the Fireflies 2001, a festive 50-km mass bicycle ride through seven cities of metropolitan Manila, advocating clean air and sustainable transport.

• Seattle Mayor Paul Schell recast the day as "Car Smart Earth Day," targeting single-occupant car driving and announcing that Seattle would celebrate a vision of a city where it is dramatically easier to move about without a car.

• Centrum pro Dopravu a Energetiku and Car Busters joined together in Prague for a bike rally and a four-day public exhibition on the impacts of cars on city life and the environment. The bike rally featured a parade of people in "working costumes" such as suits and overalls, to demonstrate that biking is not just about staying fit.

• In Kathmandu, Nepal, Old Palace Square was declared a "car-free zone." More than 100 cyclists, 65 tricyclists and 150 environmentalists marched. A mass rally turned into a mass gathering, where NGO reps spoke about air pollution and demanded action to reduce it.

Events also took place in Baton Rouge, Bhaktapur, Colombo, Halifax, Hong Kong, La Plata, San Francisco, Surabaya, Sydney, Taipei, Bangladesh and South Korea.

Many of the events seemed to consist chiefly of officials or actvists urging the public to go car-free for the day. At the same time it was difficult to obtain details on the actual results of the day, as opposed to what was planned beforehand.

Earth Car-Free Day was celebrated April 19, the Thursday before Earth Day.

Founded in 1970 in the U.S., Earth Day was launched internationally in 1990, seemingly in an eco-colonialist bid to out-compete the June 5 World Environment Day. Two hundred million people in 141 countries "participated" (often meaning they attended a concert or bought stuff). Indeed when corporate America jumped on the Earth Day 1990 bandwagon, the global trend of eco-consumerism began—the practice of marketing and buying useless trinkets under the guise of doing something good for the planet.

Eleven years later, Earth Day has become, according to sponsors, the largest organised global environmental event. For more information, see <www.earthday.net>. The Earth Car-Free Day website is <www.carfreeday.com>.

And coming soon—and confusing matters further, but hopefully not too much—September 20 is the second annual World Car-Free Day. See details on page 7 in this magazine.

- Randy Ghent

THE SOCIAL IDEOLOGY OF THE MOTORCAR

André Gorz

The worst thing about cars is that they are like castles or villas by the sea: luxury goods invented for the exclusive pleasure of a very rich minority, and which in conception and nature were never intended for the people.

Unlike the vacuum cleaner, the radio, or the bicycle, which retain their use value when everyone has one, the car, like a villa by the sea, is only desirable and useful insofar as the masses don't have one. That is how in both conception and original purpose the car is a luxury good. And the essence of luxury is that it cannot be democratised. If everyone can have luxury, no one gets any advan-tages from it. On the contrary, everyone diddles, cheats, and frustrates everyone else, and is diddled, cheated, and frustrated in return.

This is pretty much common knowledge in the case of the seaside villas. No politico has yet dared to claim that to democratise the right to vacation would mean a villa with private beach for every family. Everyone understands that if each of 13 or 14 million families were to use only 10 metres of the coast, it would take 140,000 km of beach in order for all of them to have their share! To give everyone his or her share would be to cut up the beaches in such little strips—or to squeeze the villas so tightly together—that their use value would be nil and their advantage over a hotel complex would disappear. In short, democratisation of access to the beaches point to only one solution—the collectivist one. And this solution is necessarily at war with the luxury of the private beach, which is a privilege that a small minority takes as their right at the expense of all.

Now, why is it that what is perfectly obvious in the case of the beaches is not generally acknowledged to be the case for transportation? Like the beach house, doesn't a car occupy scarce space? Doesn't it deprive the others who use the roads (pedestrians, cyclists, tram and bus drivers)? Doesn't it lose its use value when everyone uses his or her own? And yet there are plenty of politicians who insist that every family has the right to at least one car and that it's up to the "government" to make it possible for everyone to park conveniently, drive easily in the city, and go on holiday at the same time as everyone else, going 70 mph on the roads to vacation spots.

A Sacred Cow?

The monstrousness of this demagogic nonsense is immediately apparent, and yet even the left doesn't disdain resorting to it. Why is the car treated like a sacred cow? Why, unlike other "privative" goods, isn't it recognised as an antisocial luxury? The answer should be sought in the following two aspects of driving:

1.Mass motoring effects an absolute triumph of bourgeois ideology on the level of daily life. It gives and supports in everyone the illusion that each individual can seek his or her own benefit at the expense of every-one else. Take the cruel and aggressive selfishness of the driver who at any moment is figuratively killing the "others," who appear merely as physical obstacles to his or her own speed. This aggressive and competitive selfishness marks the arrival of universally bourgeois behaviour, and has come into being since driving has become commonplace. ("You'll never have socialism with that kind of people," an East German friend told me, upset by the spectacle of Paris traffic.)

> "The automobile appears to confer on its owners limitless freedom. But actually, this seeming independence has for its underside a radical dependency."

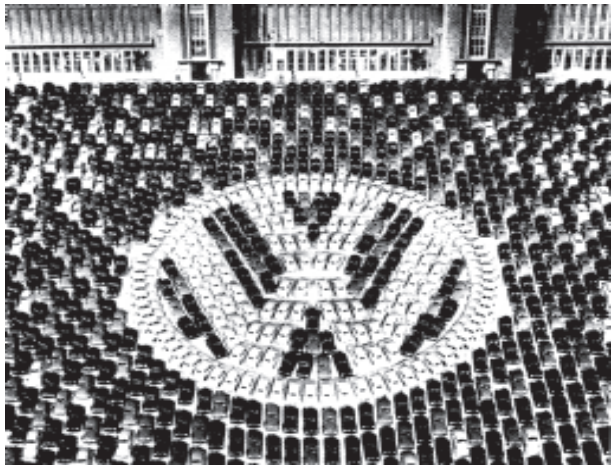
2.The automobile is the paradoxical example of a luxury object that has been devalued by its own spread. But this practical devaluation has not yet been followed by an ideological devaluation. The myth of the pleasure and benefit of the car persists, though if mass trans-portation were widespread its superiority would be striking.

The persistence of this myth is easily explained. The spread of the private car has displaced mass transportation and altered city planning and housing in such a way that it transfers to the car functions which its own spread has made necessary. An ideological ("cultural") revolution would be needed to break this circle. Obviously this is not to be expected from the ruling class (either right or left).

Let us look more closely now at these two points.

The Luxury of Speed

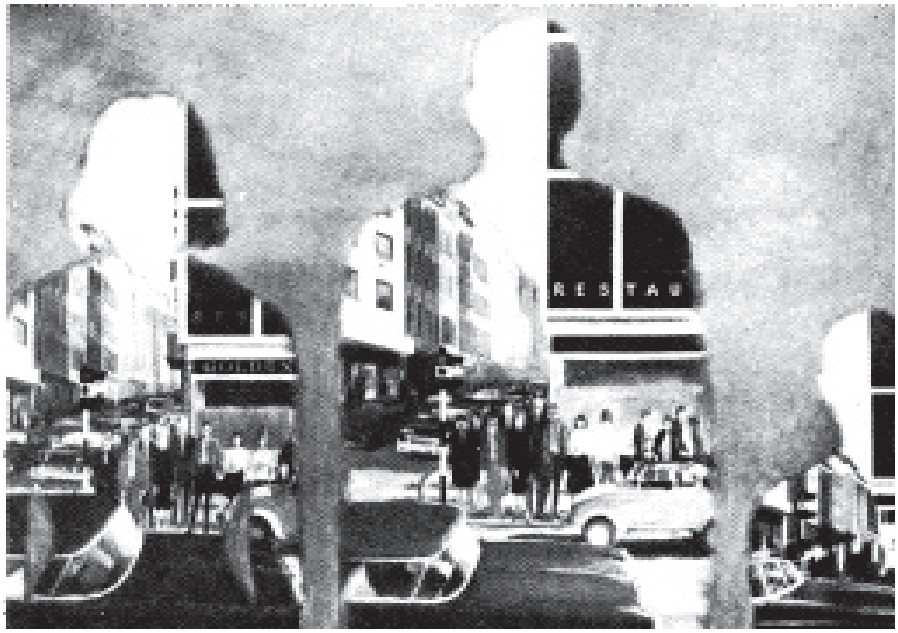
When the car was invented, it was to provide a few of the very rich with a completely unprecedented privilege: that of travelling much faster than everyone else. No one up to then had ever dreamt of it. The speed of all coaches was essentially the same, whether you were rich or poor. The carriages of the rich didn't go any faster than the carts of the peasants, and trains carried everyone at the same speed (they didn't begin to have different speeds until they began to compete with the automobile and the airplane). Thus, until the turn of the century, the elite did not travel at a different speed from the people. The motorcar was going to change all that. For the first time class differences were to be extended to speed and to the means of transportation.



This means of transportation at first seemed unattainable to the masses—it was so different from ordinary means. There was no comparison between the motorcar and the others: the cart, the train, the bicycle, or the horse-drawn carriage. Exceptional beings went out in self-propelled vehicles that weighed at least a ton and whose extremely complicated mechanical organs were as mysterious as they were hidden from view.

Radical Dependency

For one important aspect of the auto-mobile myth is that for the first time people were riding in private vehicles whose operating mechanisms were completely unknown to them and whose maintenance and feeding they had to entrust to specialists. Here is the paradox of the automobile: it appears to confer on its owners



graphics: from 'Man and His Symbols,' Carl Jung

limitless freedom, allowing them to travel when and where they choose at a speed equal to or greater than that of the train. But actually, this seeming independence has for its underside a radical dependency.

Unlike the horse rider, the wagon driver, or the cyclist, the motorist was going to depend for the fuel supply, as well as for the smallest kind of repair, on dealers and specialists in engines, lubrication, and ignition, and on the inter-changeability of parts. Unlike all previous owners of a means of locomotion, the motorist's relationship to his or her vehicle was to be that of user and consumer—and not owner and master. This vehicle, in other words, would oblige the owner to consume and use a host of commercial services and industrial products that could only be provided by some third party. The apparent independence of the automobile owner was only concealing the actual radical dependency.

The oil magnates were the first to perceive the prize that could be extracted from the wide distribution of the motorcar. If people could be induced to travel in cars, they could be sold the fuel necessary to move them. For the first time in history, people would become dependent for their locomotion on a commercial source of energy. There would be as many customers for the oil industry as there were motorists—and since there would be as many motorists as there were families, the entire population would become the oil merchants' customers. The dream of every capitalist was about to come true. Everyone was going to depend for their daily needs on a commodity that a single industry held as a monopoly.

And Each Shall Have a Car...

All that was left was to get the population to drive cars. Little persuasion would be needed. It would be enough to get the price of a car down by using mass production and the assembly line. People would fall all over themselves to buy it. They fell over themselves all right, without noticing they were being led by the nose. What, in fact, did the automobile industry offer them? Just this: "From now on, like the nobility and the bourgeoisie, you too will have the privilege of driving faster than everybody else. In a motorcar society the privilege of the elite is made available to you."

People rushed to buy cars until, as the working class began to buy them as well, defrauded motorists realised they had been had. They had been promised a bourgeois privilege, they had gone into debt to acquire it, and now they saw that everyone else could also get one. What good is a privilege if everyone can have it? It's a fool's game. Worse, it pits everyone against everyone else. General paralysis is brought on by a general clash. For when everyone claims the right to drive at the privileged speed of the bourgeoisie, everything comes to a halt, and the speed of city traffic plummets—in Boston as in Paris, Rome, or London—to below that of the horse cart; at rush hours the average speed on the open road falls below the speed of a bicyclist.

> "The dream of every capitalist was about to come true. Everyone was going to depend for their daily needs on a commodity that a single industry held as a monopoly."

Total Gridlock

Nothing helps. All the solutions have been tried. They all end up making things worse. No matter if they increase the number of city expressways, beltways, elevated crossways, 16-lane highways, and toll roads, the result is always the same. The more roads there are in service, the more cars clog them, and city traffic becomes more paralysingly congested. As long as there are cities, the problem will remain unsolved. No matter how wide and fast a superhighway is, the speed at which vehicles can come off it to enter the city cannot be greater than the average speed on the city streets. As long as the average speed in Paris is 10 to 20 km/h, depend-ing on the time of day, no one will be able to get off the beltways and autoroutes around and into the capital at more than 10 to 20 km/h.

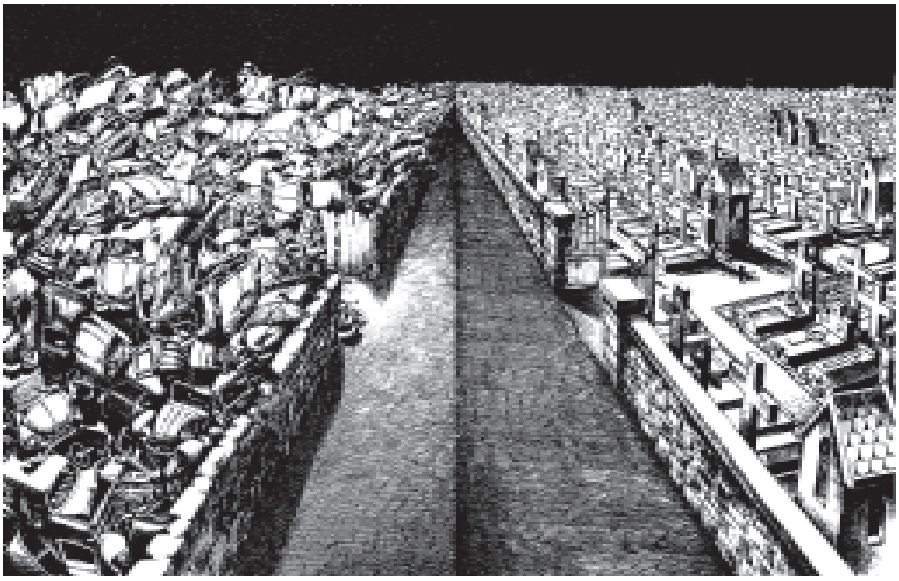
The same is true for all cities. It is impossible to drive at more than an average of 20 km/h in the tangled network of streets, avenues, and boulevards that characterise the traditional cities. The introduction of faster vehicles inevitably disrupts city traffic, causing bottlenecks—and finally complete paralysis.

Death of the City

If the car is to prevail, there's still one solution: get rid of the cities. That is, string them out for hundreds of miles along enormous roads, making them into highway suburbs. That's what's been done in the United States. Ivan Illich sums up the effect in these startling figures: "The typical American devotes more than 1500 hours a year (which is 30 hours a week, or 4 hours a day, including Sundays) to his [or her] car. This includes the time spent behind the wheel, both in motion and stopped, the hours of work to pay for it and to pay for gas, tires, tolls, insurance, tickets, and taxes. Thus it takes this American 1500 hours to go 6000 miles (in the course of a year). Three and a half miles take him [or her] one hour. In countries that do not have a transportation industry, people travel at exactly this speed on foot, with the added advantage that they can go wherever they want and aren't restricted to asphalt roads."

It is true, Illich points out, that in non-industrialised countries travel uses only three to eight percent of people's free time (which comes to about two to six hours a week). Thus a person on foot covers as many miles in an hour devoted to travel as a person in a car, but devotes 5 to 10 times less time in travel. Moral: The more widespread fast vehicles are within a society, the more time—beyond a certain point—people will spend and lose on travel. It's a mathematical fact.

The reason? We've just seen it: The cities and towns have been broken up into endless highway suburbs, for that was the only way to avoid traffic congestion in residential centres. But the underside of this solution is obvious: ultimately people can't get around conveniently because they are far away from everything. To make room for the cars, distances have increased. People live far from their work, far from school, far from the supermarket—which then requires a second car so the shopping can be done and the children driven to school. Outings? Out of the question. Friends? There are the neighbours...and that's it. In the final analysis, the car wastes more time than it saves and creates more distance



graphics: Jacques Glénat, Serre L'Automobile

than it overcomes. Of course, you can get yourself to work doing 60 mph, but that's because you live 30 miles from your job and are willing to give half an hour to the last six miles. To sum it all up: "A good part of each day's work goes to pay for the travel necessary to get to work." (Ivan Illich).

Escape from Hell

Maybe you are saying, "But at least in this way you can escape the hell of the city once the workday is over." There we are, now we know: "the city," the great city which for generations was considered a marvel, the only place worth living, is now considered to be a "hell." Everyone wants to escape from it, to live in the country. Why this reversal? For only one reason. The car has made the big city uninhabitable. It has made it stinking, noisy, suffocating, dusty, so congested that nobody wants to go out in the evening anymore. Thus, since cars have killed the city, we need faster cars to escape on superhighways to suburbs that are even farther away. What an impeccable circular argument: give us more cars so that we can escape the destruction caused by cars.

From being a luxury item and a sign of privilege, the car has thus become a vital necessity. You have to have one so as to escape from the urban hell of the cars. Capitalist industry has thus won the game: the superfluous has become necessary. There's no longer any need to persuade people that they want a car; its necessity is a fact of life. It is true that one may have one's doubts when watching the motorised escape along the exodus roads. Between 8 and 9:30 a.m., between 5:30 and 7 p.m., and on weekends for five and six hours the escape routes stretch out into bumper to bumper processions going (at best) the speed of a bicyclist and in a dense cloud of exhaust fumes. What remains of the car's advantages? What is left when, inevitably, the top speed on the roads is limited to exactly the speed of the slowest car?

Fair enough. After killing the city, the car is killing the car. Having promised everyone they would be able to go faster, the automobile industry ends up with the unrelentingly predictable result that everyone has to go as slowly as the very slowest, at a speed determined by the simple laws of fluid dynamics. Worse: having been invented to allow its owner to go where he or she wishes, at the time and speed he or she wishes, the car becomes, of all vehicles, the most slavish, risky, undependable and uncomfortable. Even if you leave yourself an extravagant amount of time, you never know when the bottlenecks will let you get there. You are bound to the road as inexorably as the train to its rails. No more than the railway traveller can you stop on impulse, and like the train you must go at a speed decided by someone else. Summing up, the car has none of the advantages of the train and all of its disadvantages, plus some of its own: vibration, cramped space, the danger of accidents, the effort necessary to drive it.

> "The truth is, no one really has any choice. You aren't free to have a car or not because the suburban world is designed to be a function of the car, and so is the city."

Alternatives?

And yet, you may say, people don't take the train. Of course! How could they? Have you ever tried to go from Boston to New York by train? Or from Ivry to Treport? Or from Garches to Fountainebleau? Or Colombes to l'Isle-Adam? Have you tried on a summer Saturday or Sunday? Well, then, try it and good luck to you! You'll observe that automobile capitalism has thought of everything. Just when the car is killing the car, it arranges for the alternatives to disappear, thus making the car compulsory. So first the capitalist state allowed the rail connections between the cities and the surrounding countryside to fall to pieces, and then it did away with them. The only ones that have been spared are the high-speed intercity connections that compete with the airlines for a bourgeois clientele. There's progress for you!

The truth is, no one really has any choice. You aren't free to have a car or not because the suburban world is designed to be a function of the car—and, more and more, so is the city world. That is why the ideal revolutionary solution, which is to do away with the car in favour of the bicycle, the tram, the bus, and the driverless taxi, is not even applicable any longer in the big commuter cities like Los Angeles, Detroit, Houston, Trappes, or even Brussels, which are built by and for the automobile.

These splintered cities are strung out along empty streets lined with identical developments; and their urban landscape (a desert) says, "These streets are made for driving as quickly as possible from work to home and vice versa. You go through here, you don't live here. At the end of the workday everyone ought to stay at home, and anyone found on the street after nightfall should be considered suspect of plotting evil." In some American cities the act of strolling in the streets at night is grounds for suspicion of a crime.

The New City

So, the jig is up? No, but the alternative to the car will have to be comprehensive. For in order for people to be able to give up their cars, it won't be enough to offer them more comfortable mass transportation. They will have to be able to do without transportation altogether because they'll feel at home in their neighbourhoods, their community, their human-sized cities, and they will take pleasure in walking from work to home—on foot, or if need be by bicycle. No means of fast transportation and escape will ever compensate for the vexation of living in an uninhabitable city in which no one feels at home or the irritation of only going into the city to work or, on the other hand, to be alone and sleep.

"People," writes Illich, "will break the chains of overpowering transportation when they come once again to love as their own territory their own particular beat, and to dread getting too far away from it." But in order to love "one's territory" it must first of all be made livable, and not trafficable. The neighbourhood or community must once again become a microcosm shaped by and for all human activities, where people can work, live, relax, learn, communicate, and knock about, and which they manage together as the place of their life in common. When someone asked him how people would spend their time after the revolution, when capitalist wastefulness had been done away with, Marcuse answered, "We will tear down the big cities

and build new ones. That will keep us busy for a while."

These new cities might be federations of communities (or neighbourhoods) surrounded by green belts whose citizens—and especially the schoolchildren—will spend several hours a week growing the fresh produce they need. To get around every day they would be able to use all kinds of transportation adapted to a medium-sized town: municipal bicycles, trams, trolley-buses, electric taxis without drivers. For longer trips into the country, as well as for guests, a pool of communal automobiles would be available in neighbourhood garages. The car would no longer be a necessity. Everything will have changed: the world, life, people. And this will not have come about all by itself.

A Unified Life

Meanwhile, what is to be done to get there? Above all, never make transportation an issue by itself. Always connect it to the problem of the city, of the social division of labour, and to the way this compartmentalises the many dimensions of life. One place for work, another for "living," a third for shopping, a fourth for learning, a fifth for entertainment. The way our space is arranged carries on the disintegration of people that begins with the division of labour in the factory. It cuts a person into slices, it cuts our time, our life, into separate slices so that in each one you are a passive consumer at the mercy of the merchants, so that it never occurs to you that work, culture, communication, pleasure, satisfaction of needs, and personal life can and should be one and the same thing: a unified life, sustained by the social fabric of the community. n

The article first appeared in Le Sauvage, September-October 1973. It is available from <http://www.carbusters.ecn.cz>, as are many others.

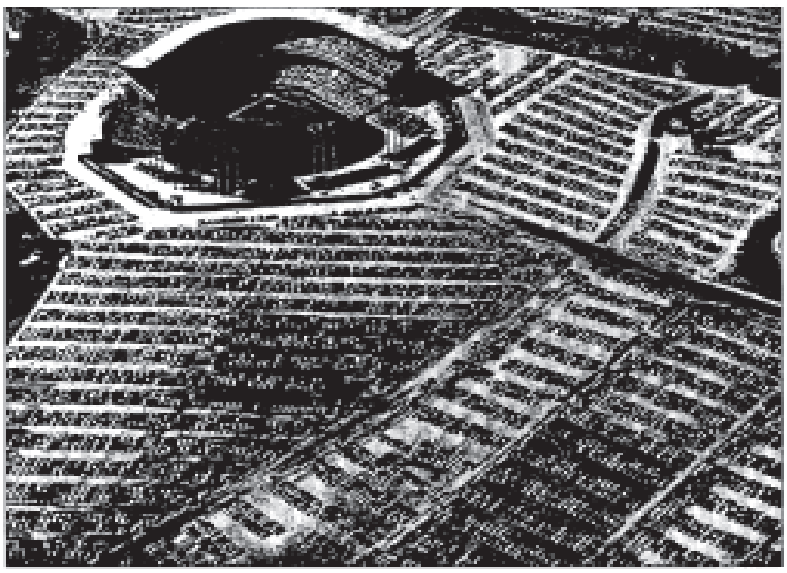


photo: from 'Leaving the Twentieth Century,' Christopher Grey

The dark, circular area at the top of the photo—Milwaukee Sports Stadium—is occupied by the 18 members of the two baseball teams. In the narrow strip surrounding it are 43,000 spectators. They, in turn, are surrounded by a vast car park filled with their empty cars.

TRANSLATION

Traduccíon • Übersetzung

Das Auto ist ein widersprüchliches Beispiel für ein Luxusobjekt, welches durch seine weite Verbreitung abgewertet worden ist. Doch dieser praktischen Abwertung ist bisher noch keine ideologische gefolgt. Der Mythos von den Vorzügen des Autos hält an, denn seine Verbreitung hat den öffentlichen Personennahverkehr so reduziert und die Stadtplanung so verändert, dass diese auf das Auto Funktionen überträgt, welche nur durch seine massive Verbreitung notwendig wurden.

Aber wenn alle ein Recht auf freies Fahren einfordern, wird letzten Endes alles und jede/r anhalten müssen. Je mehr Strassen befahren werden, desto mehr Autos verstopfen sie. Eine Lösung ist, die Städte loszuwerden. Genauer gesagt, sie über hunderte von Meilen entlang riesiger Strassen auszudehnen und sie in Autobahnvororte zu verwandeln. Dort hat mensch keine andere Wahl, als Auto zu fahren, denn die Welt der Vororte und Städte hat Funktionen für das Auto geschaffen und macht die Stadt unbewohnbar - stinkend, laut und so verschmutzt, dass ein Auto notwendig ist, um aus ihr zu "flüchten".

Die wahre Lösung ist es nicht einfach, nur bequemere öffentliche Verkehrsmittel anzubieten. Stattdessen muss die Nachbarschaft, die community, wieder einmal zum Mikrokosmos werden, welcher von und für alle/n menschliche/n Aktivitäten gestaltet worden ist; in dem Menschen arbeiten,leben, sich entspannen, lernen, miteinander kommunizieren und in welchem sie vor allem zusammen selber bestimmen. Dann wird es ihnen auch möglich sein, ganz ohne Fortbewegung auszukommen. Neue Städte könnten dann Föderationen von communities sein, umschlossen von Grüngürteln. Für die tägliche Fortbewegung würden die Menschen zu Fuss gehen oder Fahrrad fahren. Für längere Ausflüge stünden einige gemeinde-eigene Autos zur Verfügung. Ein Auto zu besitzen würde keine Notwendigkeit mehr sein, und alles wird sich verändert haben - die Welt, das Leben, die Menschen. n

Español

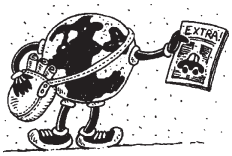
El automóvil es el ejemplo paradójico de un objeto de lujo que se ha devaluado por su propia expansión. Pero esta devaluación en la práctica no ha ido acompañada de una devaluación ideológica. El mito de los beneficios del automóvil permanece, puesto que la generalización del uso del automóvil ha desplazado al transporte colectivo y alterado el urbanismo de tal manera que ha transferido al automóvil funciones cuya propia expansión ha hecho necesarias.

Pero cuando la gente reclama el derecho a conducir, no hay nada que se interponga. Cuantas más carreteras hay en servicio, más coches las colapsan. Una solución es librarse de las ciudades. Esto es, estirarlas cientos de kilómetros a lo largo de enormes carreteras, convirtiéndolas en urbanizaciones de autovía. Entonces no hay más opción que desplazarse en automóvil puesto que el mundo de las urbanizaciones suburbiales está diseñado a la medida del coche, que a su vez a convertido a la ciudad en inhabitable -irrespirable, ruidosa y tan congestionada que se necesita un coche para "escapar".

La solución real no consiste simplemente en ofertar más transporte colectivo confortable. El barrio debe volver a constituir un microcosmos hecho por y a la medida de todas las actividades humanas, donde la gente pueda trabajar, vivir, descansar, aprender, relacionarse y entretenerse, y cuya gestión sea participativa. De esta manera no será necesario el transporte. Las nuevas ciudades podrían ser federaciones de barrios rodeados de zonas verdes. Los desplazamientos diarios se realizarían a pie, en bici o en tranvía. Para realizar viajes más largos se utilizaría una flota de vehículos públicos. Tener un coche no constituiría ya una necesidad y todo cambiaría—el mundo, la vida, la gente. n

World News

Nouvelles du monde • Nachrichten aus aller Welt • Noticias del mundo



Welcome to your global news network, all the way from Prague. From bizarre and bad to brilliant and mad.

Central Europe

Europe against Sprawl

Western European big box retailers have exploded around Central European cities, taking more and more green space and decimating local businesses. This trend, which is rapidly being followed by suburban housing development, is provoking a reaction among an increasing number of government officials, urbanists, and environmentalists, and even some developers and bankers.

In Budapest, the Hungarian Parliament is expected to approve a Budapest general area development plan later this year, and until then the Environment Committee of the Parliament has proposed immediate restrictions making it impossible for local governments in the Budapest region to re-zone green areas to building plots.

In both Poland and Slovakia, right-wing political parties, with the support of small shopkeepers, have proposed new parliamentary measures to place restrictions on foreign retailers.

- TransportAction, Spring 2001, No 4

England

People Before Traffic

A campaign to change the look of residential streets has received a major boost in the form of £30m government grant. Under the initiative local authorities will be able to bid for funds to transform streets into "home zones", specially designed areas shaped by the needs of people rather than traffic.

The campaign for home zones began four years ago but a change in traffic laws, implemented in February, was needed before they could take off. In the home zones the drivers are automatically responsible for any injury they cause walkers or cyclists.

The move has been welcomed by the coalition of environmentalists and children's play campaigners which has been arguing to end the dominance of the car and improve Britain's streets for residents.

- The Guardian, May 12, 2001

Taiwan

Biker President?

Taiwan President Chen Shui-ban biked to work on April 21 to celebrate Earth Day. Top officials from Taiwan's Environment and transportation agencies pedaled with the president in Taipei's morning drizzle. Chen said "After this, I hope I can ride to work one day each month."

- South African Independent, April

Indonesia

Rickshaw Revolution!

Based on their successes in India, Institute for Transportion & Development Policy (ITDP) is replicating the Cycle Rickshaw Modernization Project in Jogjakarta. In 2001, ITDP plans to have developed several prototypes and a small fleet of vehicles for testing. These vehicles will be inaugurated at a press event sometime in August or September this year.

In 2000, ITDP's Indian Cycle Rickshaw

Modernization Project completed its mission. By the end of 2000, over 500 modern cycle rickshaws were operating in Delhi, Agra, Bharatpur, Brindavan, Mathura, and Chandigarh. Three frame manufacturers have already gone into commercial production, as well as five assemblers and one sales distributor.

Today, Indians view the cycle rickshaw as a viable and modern indigenous technology. The project demonstrated that the superior vehicle could attract 19% of its ridership from highly polluting 2 stroke-engine vehicles, making the project's greenhouse gas emission reduction impact quantifiable.

- Institute for Transporttion & Development Policy

Exxon Mobil in Torture Charges

The world's largest oil company, Exxon Mobil, is to face charges of complicity in human rights abuses in Aceh province.

The U.S.-based International Labor Rights Fund (ILRF) is bringing the charges in Washington on behalf of 11 Acehnese villagers, holding Exxon Mobil accountable for torture, murder, imprisonment and sexual abuse by members of the Indonesian army unit assigned to protect Exxon's operations.

It is also alleged that Exxon paid for the construction of barracks which were used by the notorious Kopassus (special forces) units for interrogation and torture of local civilians suspected of involvement in separatist activities, and provided the military with heavy equipment for digging mass graves. Kopassus are best known for their part in the genocide in East Timor and ongoing repression in West Papua (Irian Jaya)—it is inconceivable that Mobil staff did not know of Kopassus reputation or at least implicitly condone the abuses taking place around their installations.

Several thousand people are estimated to have been killed in the area by Indonesian troops, while many thousands more have been injured, tortured, imprisoned or displaced from their homes during the fighting, which continues despite a series of ceasefires.

The ILRF case is being brought under the U.S. Alien Tort Claims Act, which permits foreigners to bring prosecutions for crimes committed outside the US if they have no legal remedy elsewhere. The law was originally formulated to deal with piracy, but in recent years has been used by human rights organisations to bring cases against corporations accused of human rights abuses in the South.

- Corporate Watch, June 2001

[Ed. Note: The European Greens and several NGOs have called for an inter-national boycott of U.S. oil companies over "President" Bush's recent withdrawl from the Kyoto Protocol process.

In support, grassroots groups around the world have called for a targeted international day of action against Exxon-Mobil (which includes Esso) on July 11. See <www,campaignexxonmobil.org> for more information and tell all your driving friends—spread the word!]

Lithuania

Free Bikes!

Vilnius, a city of ubiquitous car alarms and picturesque but narrow cobbled streets, decided to offer the use of 500 bicycles free to anyone in the city from dawn until dusk, when they have to be returned.

"This is a way to solve traffic congestion

and parking problems in the city center... where the bicycle travels faster than a car," said Mayor Arturas Zuokas, at the launching of his "The Bike's Invented, Ride Orange" campaign.

Sceptics said the free bike campaign will be a bonanza for thieves, but Zuokas—set on making Vilnius a bike-friendly city like Copenhagen or Amsterdam—said the move was a good test for community morals.

- Reuters, June

Daimler-Chrysler Vows to Match Rivals in SUV Gas Mileage

After deriding for months the pledges of Ford and General Motors to improve the fuel economy of sport-utility vehicles and other light trucks by close to 25 percent, Daimler-Chrysler A.G. has reversed itself and now says its light trucks will meet or exceed its rivals' models in average gas mileage.

"We are committed to improving the fuel efficiency of all our vehicles," Daimler-Chrysler Chairman Jürgen Schrempp said in an April 7 statement. "Our fleet will match or exceed those of other full-line manufacturers." However, he set no timetable for carrying out the standards. He also clarified that Daimler-Chrysler would only meet or exceed the gas mileages actually delivered, not just promised, by the other automakers.

U.S. federal regulations require that each automaker sell cars that get an average of at least 27.5 miles per gallon. But the minimum average required for light trucks is 20.7 miles per gallon, and Daimler-Chrysler, Ford and G.M. barely meet that standard. Last year Daimler-Chrysler sold 1.9 million light trucks (including SUVs); G.M. sold 2.4 million and Ford sold 2.5 million.

As sport-utility vehicles have soared in popularity (now representing two-fifths of the American new car market), the average fuel economy of new vehicles has fallen steadily, to the alarm of environmentalists.

- New York Times, April 7

[Ed. note: Have you read the Car Cult Review yet (p. 5). If not, go back and read about the wonders of DaimlerChrysler's new vehicle called Unimog. But we're sure they mean what they say here...]

Growing Smarter

Finally, one state is beginning to realize that new highways are not the only answer to traffic jams and poor air quality.

The North Carolina General Assembly passed its first smart growth bill in their May 2001 session. The Transportation Planning Bill will help curb the state's sprawling growth by requiring the development of land-use plans before new highways can be built and looking at all transportation modes including public transit, bicycles and pedestrian access.

- Sierra Club Currents, #6, May 2001

Tour de Sprawl Is a Hit Again

The potential environmental devastation by the expansion on Highway 164 in Milwaukee was highlighted during a recent Tour de Sprawl.

The tour showed reporters and activists how the proposed expansion would result in sprawl development, loss of wetlands, farmlands and other wildlife habitat. The coalition of environmental groups and property owners pointed out that themoney used for highway expansion could be spent on other transportation options such as trains and buses that would help eliminate the effects of sprawl.

- Sierra Club Currents, May

'Hybrid' Cars Draw Waiting List of Buyers

Gasoline prices are soaring, but there's a small group of car owners who barely take notice. They drive hybrids—cars that run on both gasoline and electricity and get more than double the mileage, pollute less and cost less than the average car.

There's a five-month waiting list for the Toyota Prius, because Toyota Motor Corp.

doesn't plan to manufacture many. Unlike the pure electric cars, the hybrids don't need to be plugged in, because the batteries charge themselves every time you hit the brakes, and that has made them a huge hit in the niche they were designed for: the hip, the environmen-talists and the technology enthusiasts.

Some of the Hollywood celebrities drive a Prius. The so-called environmentally correct car also has a following among politicians, government bureaucrats and environmentalists.

- Washington Post, May 3

[Ed. note: Car Busters is on the list along with Sting and the other stars, and we're getting really impatient 'cos we just can't wait till we can drive our own green car. How exciting! All proper environmentalists should get one now!]

Pakistan

Shell Shocks

Friends of the Earth International and local environment groups have forced Shell to backtrack on plans to explore for gas in Pakistan's oldest national park. The joint venture with Premier Oil (best known to campaigners for continuing to work with the Burmese military junta in the face of international condemnation), was to be part of a planned major expansion of Shell's exploration activities.

On May 9 the company announced it was swapping its stake in the project for a share of another exploration project in a less environmentally sensitive area, leaving Premier in control of the Kirthar National Park project.

FoE International is taking the companies to court over possible damage to the park if exploration goes ahead. The governor of Sindh province, Mohammed Mian Soomro is a former director of Shell-Pakistan, while the oil minister in the federal military Government, Usman Aminuddin, is a former director of a Shell subsidiary. Not too much of a surprise, then, that Sindh recently amended the wildlife laws to allow pipeline construction in the Kirthar park. Attention has now shifted to Premier, with the aim of getting them to drop the project altogether.

- Corporate Watch, May

Nigeria

Leakin' and Lyin'

Shell has been struggling to sort out problems left behind when it pulled out of Ogoniland in 1993. The company admitted recently that 14 of its wells in Ogoniland were not properly sealed after operations stopped and could be a danger.

On April 29 a well in the Yorla oil field was reported to be leaking oil and clouds of gas over farmland and nearby villages, posing a high risk of fire as well as polluting crops and fish stocks. It is not yet clear how—or whether—Shell intends to clean up the spill, and it is alledging local vandalism rather than rusty pipes are the cause which rather adds insult to injury for the innocent local people who then have to deal with both the danger from the abandoned uncapped wells and the long-term consequences of what may be either accidents or the actions of oil-greedy outsiders.

- Corporate Watch, May

Colombia

Smash Oxy's Stockholders

Last September more than 80 trucks carrying Occidental's drilling equipment arrived on U'wa territory, protected by Colombian troops. Human rights and envi-ronmental organisations then launched a campaign against Oxy's largest investor—Sanford C Bernstein. The NGOs are still urging Sanford to divest from this morally bankrupt company.

Last April, Sanford Bernstein President promised the U'wa that he would investigate his company's investments in Oxy but since then, this company has acquired additional shares and the desperate U'wa have heard nothing.

For more info and support contact Amazon Watch, 115 S. Topanga Canyon Blvd., Suite E, Topanga, CA 90290, USA; web: <www.amazonwatch.org>.

- The Ecologist

Digging Up the Future

with Ken Avidor

In the last half of the thirty-third century, a farmer's plough struck a metallic object in a cornfield near Lake Michigan.

Archaeologists carefully excavated an enormous double arch, painted a garish yellow. Similar "golden arches" were dug up all over the world, but mostly in North America along with other curious, ancient objects.

The civilisation that produced these objects was named Panurbia by the scholars for its remarkable sameness, its total lack of regional differences. Wherever archaeologists uncovered the ruins of Panurbia, from the Arctic Circle to the Gulf Coast, they always found the same bland architecture; highways, strip malls, convenience stores and fast food franchises. Among the ruins they always found mountains of garbage, shoddy, factory-made goods and piles of rust that were once their "automobiles," an obsolete form of transportation.

> "Among the ruins they found piles of rust that were once 'automobiles,' an obsolete form of transportation."

And yet, Panurbia remained shrouded in mystery. No history of the Panurban civilisation survived. Books printed on acidic paper had long since decayed into dust. Plastic discs, tapes and film that Panurbanites relied on for the transmission of information likewise failed the test of time. Then in 3297, Professor Kenneth Stanley of the Aldo Leopold University's School of Archaeology made a breakthrough discovery.

In the ruins of the ancient mill-city of Minneapolis, along the automobile migration route called Interstate Ninety-Four, on an enormous concrete wall erected by the Panurbanites to protect the automobile drivers from seeing the blighted landscape the interstate created, Professor Stanley uncovered spray painted hieroglyphics. Along with his colleague, Professor Roy Harvey he was able to decipher the text. The "Graffito-glyphs" turned out to be a detailed history of the brief reign of the Panurban Empire and the origins of our own Eco-Civilisation.

Last week, Professor Stanley gave a lecture on his research to the Archaeological Society. We are proud to present his lecture here, in its entirety.

"Good evening, ladies and gentlemen. As you know, the North American continent has experienced three great city-building eras after the European Colonial Period. The first big cities were built in the Industrial Period lasting from the early 1800's to the mid-twentieth century. We have excavated nearly all the major Industrial Cities: Buffalo, Detroit, Chicago and Pittsburgh to name a few.

"They were for the most part un-sustainable and unplanned boom towns. They quickly fell into decline as their leaders decided that manufacturing, the activity of making things by hand, was beneath the dignity of their subjects who either had to become 'white collar' workers or join the vast population of unemployed industrial workers living in the ruins of the industrial cities or the extensive network of prisons.

"The white-collar workers worked in enormous glass and steel structures which we have gone through time and again with a fine tooth comb, searching for evidence of what these white-collar workers worked on. To this date nothing has turned up to suggest that the accomplishments of these white-collar workers were anything more than trivial and inconsequential.

"The white collar workers and their retinue, the 'service sector', fled the ruins of the former industrial cities which they referred to as 'inner cities.' This exodus led to the second great era of city-building. First came the various suburban deve-lopments that coalesced rapidly into one, sprawling, trans-continental, eventually trans-global city, what we now call Panurbia.

"Panurbanites had a single, common belief-system that drove their appetite for consumption and expansion: they believed that all things material or otherwise had a price or 'dollar value.' This dollar value was determined by a mystical process called the 'marketplace.'

"I, and my esteemed colleagues, have yet to uncover anywhere in Panurbia a single marketplace in the traditional sense where goods were haggled over. We have concluded, therefore, that the term marketplace was used symbolically in their belief-system.

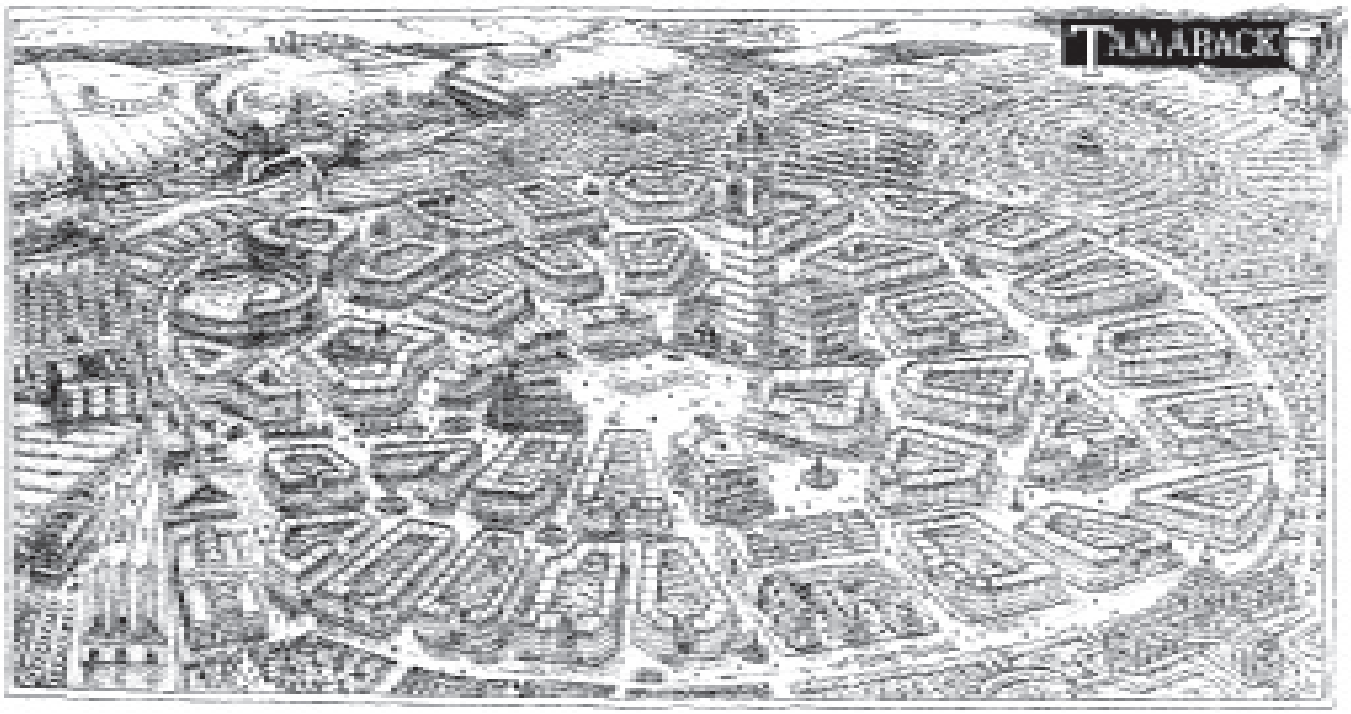
"This belief-system had a powerful but temperamental god they called 'The Economy.' Their priests or 'economists' as they were called, consulted their augurs at regular intervals and announced the 'Mood of the Economy.'

"If the Economy was feeling 'good' or 'healthy' there was cause for rejoicing. If, however, the Economy was 'bad' or 'sick', the economists would urge the faithful who were called 'consumers' to sacrifice by working harder for lower wages or spend money they didn't have and therefore plunge deep into debt, reduced to the state of a serf or a slave.

"There is even evidence of human sacrifice. People were forced to breathe polluted air, drink polluted water and eat food tainted with toxic chemicals because to do otherwise would 'hurt the Economy.' It seems remarkable to us that upwards of 50,000 lives were sacrificed annually in automobile accidents when safer mass-transit alternatives were available. Again, the imagined needs of the Economy, in this case a fetishist devotion to automobiles, were always placed before the needs of human beings.

"Towards the end of the twentieth century, Panurbia, which was more or less a pyramid scheme, began to collapse. The dollar the Panurbanites worshipped was, after all, only paper backed by nothing more than faith. The overworked and underpaid consumers, harried by the shrill demands of their economists for more and more sacrifice, bloated on junk food and drugged with tranquillisers, began to lose faith in their cruel god. They became cynical and apathetic. Economic fundamentalists who called themselves 'conservatives' tried to shore up their faith by waging a reign of terror against the few apostates who dared to suggest that some things were indeed without price, yet were valuable beyond measure—such things as love, beauty, joy, justice, peace, life, nature and the very Earth itself.

"I and my colleague, Professor Harvey, have determined that these here-tics who called themselves 'Environ-mentalists' are the mythic 'Greens' whose legend has been passed down to us in the centuries-old 'Eco-Sagas.' These persecuted Greens fled into the Midwestern countryside and built the first of the many green cities we live in today. They set up a corporation, the only insti-tution immune from the wrath of the economic ecclesiastics. They raised money through the sale of bonds. They bought a huge tract of foreclosed



and idled farmland and built the first sustainable, environmentally benign city, called Tamarack.

"From the start, Tamarack was a success. The city welcomed tourists looking for an alternative to the fabled Disneyworld. Tamarack was compact enough to allow its 20,000 residents and their guests to get around without cars, which were banned. The only way in or out of Tamarack was by a 25-mile long light-rail link to a stop on the Amtrak passenger railway. The town was surrounded by a wide belt of agricultural land, which in turn was surrounded by a wider belt of prairies, wetlands and forests. All Tamarackans were required to work in the fields. In return, their food, housing and basic medical needs were provided without cost.

"The low cost of living, as well as a prohibition against the sale of factory-made goods, attracted artisans who no longer had to compete with machines and sweatshops, painters who no longer had to compete with reproductions, musicians who no longer had to compete with recordings and actors who no longer had to compete with movies. The creative activities of these Tamarackans encouraged more tourism. In a few years Tamarack was able to pay off its bondholders. Other green cities were built, connected by rails, a nation within a nation.

"Yet, the Tamarackans were not Luddites. They used appropriate technologies that utilised renewable energy sources such as solar, wind, methane from sewage, and animal and human muscle-power. The Tamarackans inven-ted the rail tractor, a human-powered vehicle that virtually eliminated stoop labour so even the disabled and aged could work in the fields.

"Tamarack was a fun, exciting place, not a boring hick-town. The Tamarackans understood that people could not be compelled to live sustainably out of a sense of duty or fear of an environmental apocalypse. Tamarack had the best of both urban and rural life. Everyone lived within walking distance of cafes, night clubs, theatres, concert halls and sporting facilities. They could just as easily ride a horse through the tall grass of the prairie, hike through the forest, sail a boat on a placid lake or canoe down a swift stream. Tamarackan's familiarity with nature and agriculture's seasonal rhythm restored spirituality and cultural significance to holidays and festivals that the Panurbinites had reduced to crass, commercial potlatches.

"And then there was the food. Tamarack was famous for its distinctly regional cuisine, based on the use of fresh, organic, home-grown ingredients. Tamarack also produced a variety of fermented and brewed beverages that were enjoyed freely; drunk driving was, of course, not a problem.

"Family life, which had disintegrated under Panurban pressures, thrived in the new green city. Parents did not commute miles away to work. Families ate meals together. Young adults did not need to search far from their family for affordable housing and work. The elderly did not have to be institutionalised.

"There was no segregation by race, income, age or the physical or mental ability to drive a car. Without cars, parents had less cause to fear for their children's safety. Kids played in Tamarack's streets safe from being run over by reckless drivers, abducted by child-molesters or caught in the cross-fire of a drive-by shooting. Kids never had to be told to wash pesticides off a fresh-picked apple, either.

"When the Middle-Eastern oil wells ran dry in the middle of the twenty-first century, the fragile automobile-dependent Panurbia finally collapsed. Some Panurbanites renounced their economic religion and joined the movement to build more green cities. Others stubbornly believed that the electricity would come back on and the petroleum would flow again. We know this because we have found their skeletons. sitting on sofas and staring at televisions or sitting in their enormous minivans clutching steering wheels.

"What lesson can we learn from the fate of Panurbia? Perhaps it is this: The Panurbanites defied Nature's limitations, and for this arrogant display of hubris they perished. And their civilisation that angered the gods by striving for immortality was covered over by wind-blown dust and the castings of worms.

"The ancient Greens understood that accepting Nature's limitations does not necessarily mean a dull existence. It is the human mind and its creative potential that is without limits. Sharing this gift with a community of like-minded people is what makes life exciting and fulfilling.

"The Panurbanites did not live in the shadows of ancient ruins. Perhaps if they lived among the crumbling pyramids of Egypt (only 5,000 years old) or jungle-shrouded Mayan temples (only 1,000 years old), they would have thought twice before they created radioactive waste with a half-life of ten-thousand years.

"If they could have stopped rushing about in their cars long enough to stand before one of these ruins, perhaps they would have heard the mute stones speak the same message the Panurban ruins speak to us—Live within your means." n

Changing the World On Two Wheels

Cristina Teaha

Walking and cycling are the most economical and ecological methods of transportation. They are also the most effective means of transportation for distances of less than one kilometre by foot and less than eight kilometres on bike. And since half of all our outings are eight kilometres or less, walking and cycling are invaluable.

Some people enjoy cycling so much that they want to cycle much more than a mere eight kilometres a day and they want

to meet other people who feel the same way. For these people, biketours are the answer: they promote environmental transport and living alternatives.

Why, Oh Why?

Why on Earth would anyone possibly want to ride a bike hundreds of kilometres, killing oneself by carrying heavy bags along strange roads? For those that are truly in love with cars abd are convinced that they have the privilege of speed and civilisation, a biketour may seem impossible to fathom.

However, the concept of the biketour is not new. Bike races are popular in almost all countries, and since its concep-tion the bike has been seen as a means of recreation and fun.

But, then again, there are all those 'strange' people who suggest that bikes are not just for fun but are the best way to keep our towns clean, safe and enjoyable. They organise a different kind of biketour, one that has a message to proclaim: the bike is not merely a piece of equipment for sport and leisure, but it is also an ecological, healthy and useful means of transportation. The bike has no age or distance limit. To many people biketours are about learning to be in a community, and biking is a way of life.

Most people that have joined biketours agree that they are unique experiences. It's not just that your voice is louder in a large group of cyclists and you can attract more attention towards your sustainable ideas, one of the best things about a biketour is that it supports the people and local groups along the way. Biketoues are cultural exchanges as well as sources of personal growth.

Around the world people organise and join biketours, have fun, hold actions, meet diverse people and promote environmental trans-portation alternatives.

An Activist Biketour

The Ecotopian Biketour has a joint history with Ecotopia, an international environmental summer gathering held by the European Youth For Action network (EYFA). In 1989, at the first Ecotopia in Cologne, Germany, the participants arrived by bus. However, it seemed a bit illogical to go to an ecological camp by means of unsustainable trans-portation—going by bike was the obvious solution.

Biketours have been travelling to Ecotopia since 1990. The distance and the people differ every year, but they have the same message to spread: use bikes for short and long distances, for fun, for transport, for everything.

The tour is, to a large extent, created by its participants. They organise the group together, divide the necessary tasks (such us repairing bikes, cleaning up the camp, buying food, cooking dinner, taking care of the slower bikers etc.) and discuss and solve common problems that might come up. Although the organisers take care of the accommodation and facilities, plan the route and other necessary things, the success of the tour depends on the contribution of all participants... and it's been successful so far!

Wherever the Biketour crosses, the attention of local people, politicians and journalists is always caught by the street actions and theatre that highlight regional environmental problems and support local environmental groups.

Last year, the Biketour started to become more independent from the Ecotopia Summer Gathering. This year's bike tour, the Balkan Unity Ride will focus on raising awareness in Eastern Europe about about the mistakes of the West. (see Announcements, page 31)

From the East

Inspired by the Ecotopia Biketour for World Car Free Day 2000, Romanian Young Nature Friends (TPN) organised a three week long biketour. In countries like Romania, where cars are associated with prosperity and freedom, it's hard to explain to people that they should invest in a bike rather than dreaming of being able to afford to own a car.

The Romanian Biketour 2000 advocated for bike lanes and car-free spaces in Romanian cities and attempted to raise awareness of sustainable transportation alternatives in the public consciousness. The participants also began a Romanian traffic network. People they met on the way were amazed due to the biketours innovative environmental message. Especially popular was the bike trailer as there are very few in Romania.

Although the majority of the people looked positively on the initiative, it was obvious that the process of changing attitudes around environmental issues is very, very slow. But the tour did give people something to think about...

Canadian Caravan

A different environmental message is being promoted by The Climate Change Caravan, a self-propelled, fossil-fuel-free movement. The Caravan bike trip across Canada began on May 7, 2001 in Tofino, BC and will end in Halifax, NS on September 20, 2001. Its aim is to en-gage Canadians on the issue of climate change in order to effectively reduce the concentration of green-house gas emission that are the result of present lifestyles.

Throughout their trip, enthusiastic cyclists from the Climate Change Caravan have been teaching people about the science and impacts of climate change and demonstrating practical ways people can reduce their personal greenhouse gas emissions.

The project was conceived by a group of students at Mount Allison University in Sackville, New Brunnswick. Originally, the idea was to cycle the frame of a gutted car across the country. Later, when the members returned from attending an international meeting on climate change in the Hague, inspired by the BET with the EU, they came up with the idea of the Bet. The Bet states: "We are betting the government that the citizens of Canada can do more to reduce greenhouse emissions than they have. We are betting them that the citizens of Canada can achieve the com-mittments made by our govern-ment in Kyoto, a reduction of six percent bellow 1990 levels." The bike tour is focused on bring-ing the BET from coast to coast while acting as a moving symbol of alternatives to fossil fuel depen-dency and govern-ment leadership.

A Community On Wheels

Youth Action for Global Justice (Just Act's) Bike-Aid program has a longer tradition. The program includes road trips that combine global education, international solidarity, community living, physical challenge, service learning and fundraising.

Just Act is committed to the idea that small groups of people working together can effect big changes. And their pan-America bicycle rides are about experiencing the potential of each individual and the power of collective action. As in a real "Community on Wheels", during the journey

the 20-25 participants and two dozen other riders from across the country and around the world share meals, stories, campsites, meet with grassroots organisations along the route, and interact with International Riders (community activists from Africa, Asia and Latin America).

Environmental biketours happen all over the world. The four presented here are just a few examples. You definitely do not need to travel hundreds of kilometres to join one: there is probably one in your country. This way you can fight for the things that are important in your own area... Or you could even organise your own biketour, it is not so hard, and you will have lots of support from activists worldwide.

If you have participated in any other environmental biketours or even helped organize one yourself and you want to share your experiences, please write to us about it, and keep cycling! n

You can find more information about the biketours mentioned on these pages at the following web sites:

<www.tpn.dreamhost.com/biketour/index.html>
<www.thebet.ca> or <www.mta.ca/climatechangecaravan>
<www.bikeaid.org/bikeaid/WhatIsBikeaidPage>

TRANSLATION

Traduccíon • Übersetzung

Die Idee einer Fahrradtour ist nicht neu. Fahrradrennen sind in fast allen Ländern beliebt, und seit seiner Erschaffung war das Fahrrad als Mittel für Erholung und Spass gedacht. Und dann gibt es noch diese "seltsame" Gruppe von Leuten, die die Idee aufbringen, dass Fahrräder nicht nur Spass machen, sondern der beste Weg sind, unsere Städte sauber, sicher und angenehm zu gestalten. Diese Menschen organisieren eine Fahrradtour, welche eine Botschaft vermitteln will: das Fahrrad ist nicht nur ein Ausrüstungsstück für Sport und Freizeit, sondern auch ein umweltfreundliches, gesundes und nützliches Transportmittel. Für Fahrräder gibt es keine Alters- oder Entfernungsbegrenzungen. Bei einer solchen Fahrradtour geht es nicht nur darum, Spass zu haben und gemeinsam zu radeln, und schon gar nicht ist sie eine Art Fahrradrennen. Es geht um Gemeinschaft, um eine Art des Lebens.

Auf der ganzen Welt organisieren Leute Fahrradtouren und nehmen an ihnen Teil, haben Spass, machen Aktionen, treffen verschiedene Menschen und setzen sich für umweltfreundliche alternative Fortbewegungsmethoden ein. Nach einer theoretischen Einführung erkundet der Artikel die Ecotopia Biketour, die Rumänische Fahrradtour 2000, die Climate Change Karawane und Just Act's (Youth Action for Global Justice) Fahrradhilfsprogramm. Dies sind nur ein paar Beispiele, um euch Ideen zu geben und euch dabei zu helfen, eure eigene Fahrradkampagne zu starten, um somit Menschen auf die ökologischen Vorzüge des Fahrrads aufmerksam zu machen. n

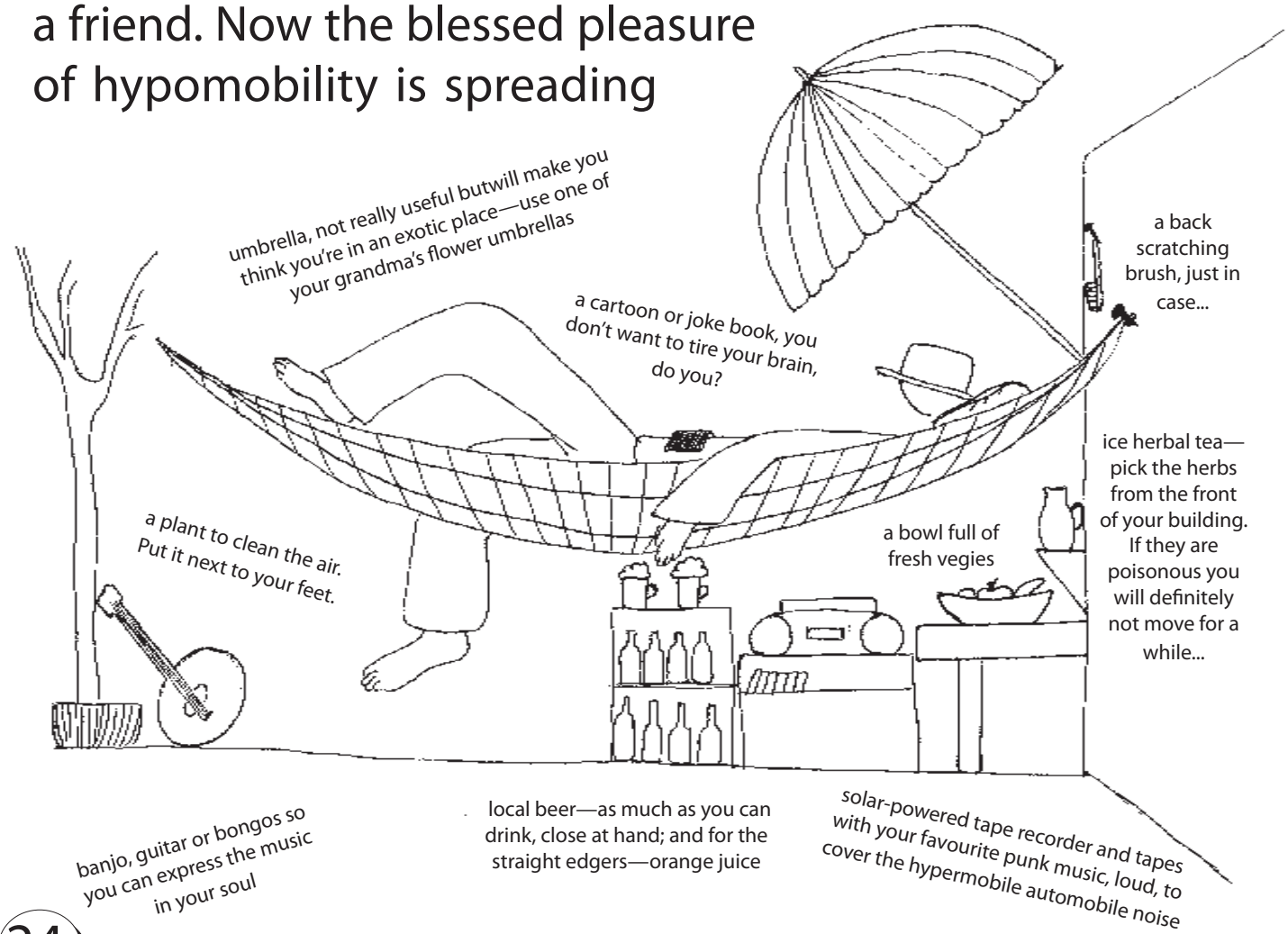
Español

La idea de una marcha cicista no es nueva. Las carreras ciclistas son populares en casi todos los países y desde su concepción, la bicicleta fue vista como un medio de recreo y diversión. Entonces surge un grupo "extraño" de gente que plantea que las bicicletas no son simplemente para divertirse sino que constituyen la mejor forma de mantener las ciudades limpias, seguras y vivibles. Esta gente organiza otro tipo de marchas ciclistas, con un mensaje que trasladar: la bicicleta no es meramente un equipamiento deportivo y de ocio, sino un medio de transporte ecológico, saludable y eficiente. La bicicleta no tiene límites de edad ni de distancia recorrida, y este tipo de marchas ciclistas no tienen como objetivo simplemente divertirse y pedalear juntos, y por supuesto nada tienen que ver con competiciones. Tienen que ver con aprender a desenvolverse en grupo, son una forma de vida.

Por todo el mundo la gente organiza marchas ciclistas, se divierte, hace acciones, conoce gente y promueve alternativas de transporte sostenible. Después de una introducción teórica, el artículo continua explorando la marcha ciclista de Ecotopia, la marcha ciclista Rumanía 2000, la Caravana del Cambio Climático y el programa de promoción de la bicicleta de "Just Act's" (Acción Juvenil por la Justicia Global). Esto son sólo unos cuantos ejemplos pensados para daros ideas y ayudaros a que monteis vuestra propia campaña sobre la bici, orientada a concienciar a la gente sobre las ventajas y los valores ambientales de la bicicleta. n

Let's put our feet up and

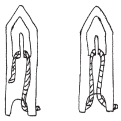
After having read all this heavy stuff on moving around too much, your otherwise inexhaustible mental powers must be exhausted, just as you can see ours are. We bet you're ready to enjoy your own personal home-made hypomobile nirvana. So hang up the phone, log off the internet, cancel any plans you had for speeding around town or around the world, quit your job (if only for one day, hour, or minute), supply yourself with food, drinks and reading material, make yourself comfortable, open a book and stop moving, perhaps exchange massages with a friend. Now the blessed pleasure of hypomobility is spreading


umbrella, not really useful butwill make you think you're in an exotic place—use one of your grandma's flower umbrellas
a back scratching brush, just in case...
a cartoon or joke book, you don't want to tire your brain, do you?
ice herbal tea—pick the herbs from the front of your building. If they are poisonous you will definitely not move for a while...
a plant to clean the air. Put it next to your feet.
a bowl full of fresh vegies
banjo, guitar or bongos so you can express the music in your soul
local beer—as much as you can drink, close at hand; and for the straight edgers—orange juice
solar-powered tape recorder and tapes with your favourite punk music, loud, to cover the hypermobile automobile noise

HOW TO MAKE YOUR OWN HAMMOCK IN NINE DIFFICULT STEPS

MATERIALS NEEDED FOR A ONE PERSON HAMMOCK:
2 pounds of Hammock Cord
1 Gauge Stick
1 giant Netting Shuttle
2 Hardwood Bars, 1-1/2" x 1-1/2", 33" long
2 Rings, 2" - 3" diameter

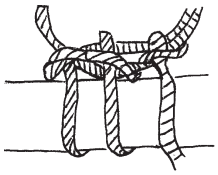
1 - START: Cut a three foot piece of twine; square knot the ends. Hang the loop from a handy nail, hook, door knob.



2 - WIND: Load shuttle with hammock cord (see pictures). Not too full for the first row. Tie free end to the loop.

3 - CASTING ON: Hold gauge stick in your left hand. Wrap the shuttle cord once around the stick-down in front and up behind. Pull the shuttle up through the starting loop. Holding shuttle cord loop tight around the gauge stick, half hitch around both sides of the starting cord. Repeat, until you have made 20 loops around the gauge stick Snug and even.

4 - FIRST ROW: Pull out the gauge stick. Rotate the work, so the shuttle is on the left side. Hold the gauge stick in your left hand, just under the work. Bring the shuttle cord down in front, up behind gauge stick, through the first loop, and around the loop in a half hitch. Repeat, through each loop in turn, evenly.

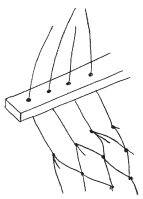


5 - ADDING TO SHUTTLE: Soon, your shuttle is going to be exhausted. Reload, as above. Wind on as much as the shuttle will take. Knot the free end to the end of the old cord with a square knot.

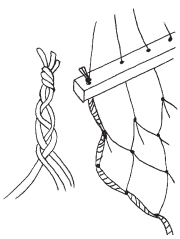
6 - SECOND ROW: Rotate the work, so the shuttle cord is on the left. Proceed as for first row. Repeat until done. Fifty four rows are about seven feet. Work longer or shorter.

7 - ALONG THE WAY: Any time after the second row, cut your starting cord and pull it free from the top row of loops. Support the piece as you add rows by any convenient means that holds it evenly - a dowel threaded straight across a row of loops, for instance.

8 - MOUNTING: Drill 20 holes through each 1-1/2" by 11/2" hardwood bar, 1-1/2" apart from center to center and 2-1/4" in from each end. Make the end holes 1/4" to 5/16" diameter, the rest from 3/16"” to 1/4" diameter. Cut forty 50" long cords, twenty for each end. Loop the first cord through a ring, thread both ends through left hand hole in hardwood bar. Overhand knot through top left hand loop in hammock net. Fasten each cord, in turn, through bar to loops in net. Do both ends.



9 - SIDE BRAIDS: You need the net to sag in the middle so it holds a body snug. Make two 3-cord braids 3" shorter than the stretched out length of the hammock net-one for each side. Remember that braids end up about 10% shorter than their component cords — cut generously and trim later. Thread one end through the outermost hole in support bar. Secure with an overhand knot. Weave in and out through the outside meshes. Thread through the bar at the far end, the outside hole, and secure with overhand knot. Repeat on other side.



Voila! You've made a hammock! Well done. Now hang it in the balcony and enjoy your hypomobility nirvana.

And if you don't understood the instructions, send complaints to <www.hamacas.com>, where we've nicked them from.

TRANSLATION

Traduccíon • Übersetzung

Entspannt euch.

Nach dem Lesen all dieses schweren Zeugs über zuviel Herumfahren müssen eure sonst so unerschöpflichen mentalen Kräfte kaputt sein, genau wie unsere. Ihr seid sicher bereit für euer ganz persönliches, selbstgemachtes, hypomobiles Nirvana. Zieht das Telefon aus der Wand, schaltet das Internet aus, sagt alle Pläne zum Herumsausen in der Stadt oder Welt ab, schmeisst euren Job hin (wenigstens für einen Tag, eine Stunde oder Minute), stattet euch mit Essen, Trinken und Lesematerial aus, macht's euch bequem, schlagt ein Buch auf und hört auf, euch zu bewegen – oder wie wäre es mit einer Massagesession zu zweit? In diesem Moment wird das wohlige Gefühl der Hypomobilität sich in eurem ganzen Körper ausbreiten. Nun müsst ihr nur noch eine Hängematte basteln—doch vorsichtig, dafür braucht es viel Arbeit und wahrscheinlich auch ein wenig Bewegung.

Da die Anleitungen zum Bauen einer Hängematte relativ kompliziert sind und wir sie selber nicht so recht verstehen, versucht doch bitte, sie in eurer Sprache zu finden. n

Relajémonos.

Español

Después de leer toda esta literatura sobre andar despla-zándose por ahí demasiado, tus poderes mentales deben estar agotados, como se puede ver que lo están los nuestros. Apostamos que estas preparado para disfrutar de tu "nirvana hipomóvil" personal y casera. Así que descuelga el teléfono, apaga la conexión a internet, cancela cualquier plan que tuvieras de salir zumbando por la ciudad o por el mundo, deja tu trabajo (al menos por un día, hora o minuto), surtete de comida, bebida y lectura, ponte cómodo, abre un libro y para quieto—oye, ¿por qué no intercambiar masajes con alguna amistad? Ahora que el placer de la hipomovilidad invade tu cuerpo... todo lo que necesitas es conseguir o hacerte una hamaca —pero cuidado, eso requiere mucho esfuerzo y probablemente algo de movimiento también.

Como las instrucciones para hacer una hamaca son bastante complicadas y realmente no las entendemos nosotros mismos, por favor intenta encontrarlas en tu propio idioma. n

Studies & Reports

Rapports • Berichte • Reportes

You don't need a PhD to find out what the PhDs are doing. Car Busters guarantees 100% non-academic language in this section—or your money back.

Breathe Deep?

According to the American Lung Association's annual State of the Air report, the number of Americans living in areas that received an "F" (for ozone air pollution—smog) increased by more than 9 million compared with last year's report-from 132 million to more than 141 million.

Five new cities appear on the 2001 list of American's 25 most ozone-polluted cities. According to the report, the number of U.S. counties that received an "F" in air quality jumped from 333 in 2000 to 382 in 2001, reflecting that 58 percent of the counties where there are ozone monitors received a failing grade. The total number of high ozone days in the "F" range jumped 25.3 percent in monitored counties from the 2000 report. This trend in the number of high ozone days directly affects individuals' health.

The report details that many more people are breathing unhealthy air, including more than 30 million children under age fourteen, 17 million Americans over age 65, an estimated 3.6 million adults with asthma, and 1.9 million children with asthma, all of whom are at increased risk to suffer adverse health effects from ozone air pollution.

You may obtain additional information at <www.lungusa.org>

- American Lung Association, May 2001

Sprawling to Drive

A consistent report about the relation between sprawl and roads developement, as well as solutions to break the vicious circle, is presented by the Sierra Club, USA.

Roads lead to sprawl and sprawling development leads to more driving. New roads rarely relieve congestion and in many cases actually make things worse. Every year, U.S. federal and state govern-ments give away billions of dollars to build new highways.

The good news is that there are proven solutions to this ridiculous situation. Investing in public transportation eases traffic, improves air and water quality, and is more cost-effective than building new roads.

According to recent studies, in 1998, Americans drove a staggering 2.6 trillion miles—that's the equivalent of driving to Mars and back almost 10,000 times.

They now drive well over three times as many miles per capita as they did in 1960. Not surprisingly, sprawl is the major culprit. The Surface Transportation Policy Project recently calculated that from 1983 to 1990, almost 70 percent of the increase in driving was due to the impacts of sprawl. Sprawling development forces us to drive more frequently and make longer trips.

Breaking this vicious cycle is easy: all we have to do is spend more on public transportation and less on new roads. By investing more in public transportation, people will have a choice in how they travel—which will likely clear the air, preserve key habitat and free us from the traffic trap we have created.

The report is available at <www.sierraclub.org>.

- Sierra Club

Back Seat Learners

A new study by the Insurance Institute for Highway Safety, USA, shows that if someone is a menace behind the wheel of a car then their children will probably be bad drivers too. Researchers have found that the offspring of drivers with bad accident records are also likely to have a disproportionate number of accidents when they start to drive themselves.

The Institute looked at the accident records of 140,000 families in North Carolina, and compared the records of parents with their children between the ages of 18 and 21. They found that the children of parents who had been in at least three crashes in the previous five years were 22 percent more likely to have crashed their car than the children of parents who had not had an accident.

The researchers found similar links for traffic violations, such as exceeding the speed limit and running a red light. If the parents had three or more violations, their children were 38 percent more likely to have broken traffic laws. Sons were twice as likely to have broken traffic laws as daughters.

However, children from single-parent households had a slightly better accident record—possibly because these families are likely to drive less, researchers say.

- Mick Hamer, New Scientist magazine, February 24, 2001

To Walk or to Cycle?

Walking and cycling are beginning to receive more attention in transport planning in Great Britain. But although they are generally described with similar attributes, they often receive differing treatment in the public and political arena.

In his article, Philine Gaffron explores the main differences and similarities between the modes, and he explains why they should be seen as mutual strengths that will enable them to grow together to everyone's mutual benefit.

- World Transport Policy & Practice, Volume 7, Number 1, 2001

How to Reduce Transportation Emissions

A report by Todd Litman examines how the evaluation of transportation emission reduction strategies changes as the analysis becomes more comprehensive.

Four categories of transportation emission reduction strategies are considered according to their benefits.

Increasing vehicle fuel efficiency leads to increased vehicle travel which exa-cerbates many other transport problems. Alternative fuel vehicles provide mixed costs and benefits. Revenue-neutral tax shifts can reduce total vehicle travel, reducing most transport problems, and can provide significant economic development benefits by reducing more burdensome taxes. The last but not least category, transportation demand management strategies, is likely to cause the greatest range of benefits.

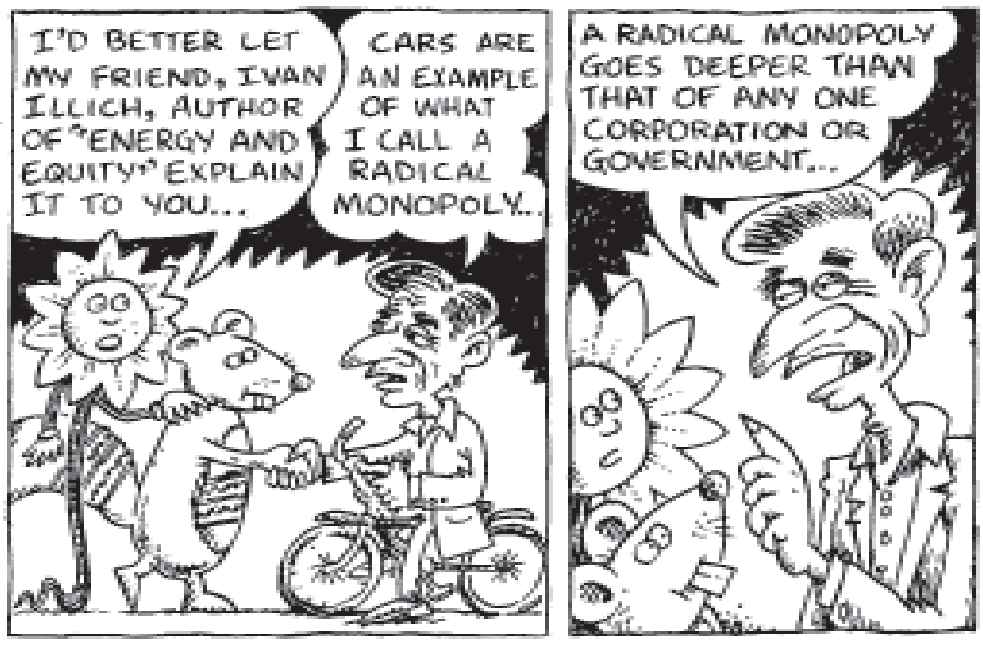
Several "Win-Win" strategies are then identified, which are justified by their economic and social benefits while also providing significant environmental benefits. Most also increase equity. Although their individual impacts may be modest, a package of Win-Win strategies could meet emission reduction targets and solve many of our current transport problems.

The report is available at <www.vtpi.org>.

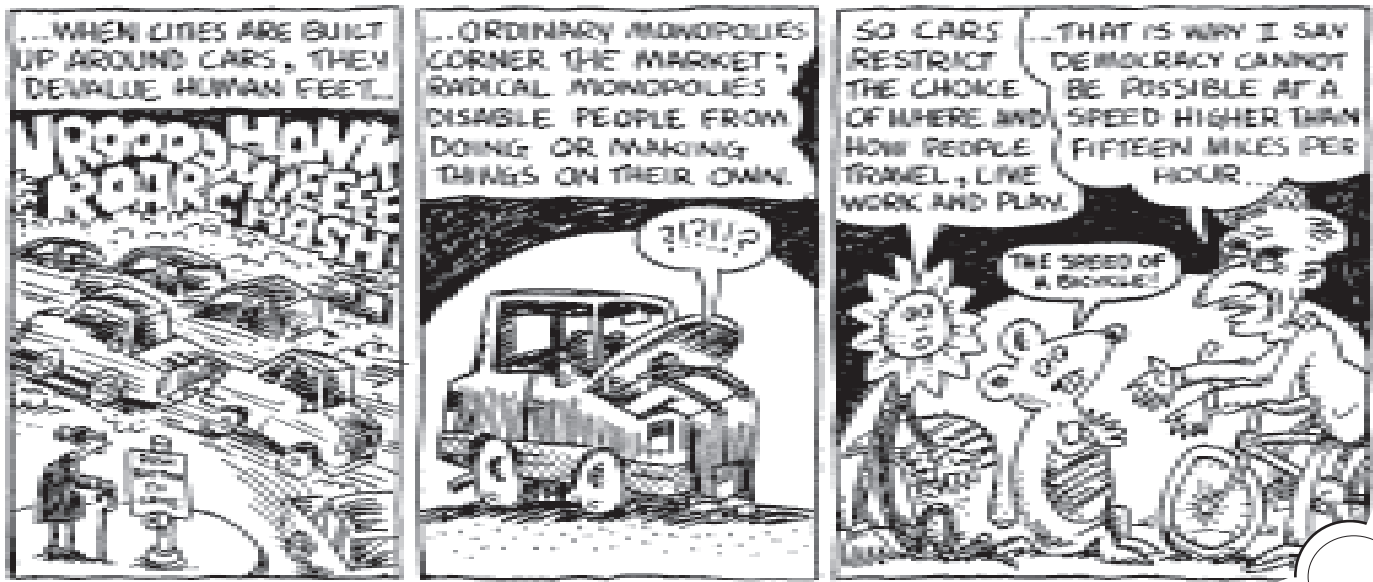
- Todd Litman, Victoria Transport Policy Institute, December 1999

SUNNY & FRIENDS by KEN AVIDOR

HEY, IT'S MY FRIEND, ROADKILL BILL!! DON'T TELL ME YOU GOT RUN OVER AGAIN?!!
I STILL CAN'T BELIEVE IT...
...THIS TIME I GOT RUN OVER BY AN S.U.V. WITH ANIMAL-RIGHTS BUMPER STICKERS ON IT, WHAT HYPOCRITES!
DON'T BE SO QUICK TO JUDGE, BILL. AMERICANS ARE ENSLAVED BY AN INDUSTRIAL TECHNOCRACY THAT MAKES HYPOCRITES OF THE BEST OF THEM.
ARE YOU SAYING HUMANS HAVE NO CHOICE BUT TO RUN ME OVER?

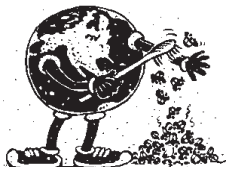

I'D BETTER LET MY FRIEND, IVAN ILLICH, AUTHOR OF "ENERGY AND EQUITY" EXPLAIN IT TO YOU...
CARS ARE AN EXAMPLE OF WHAT I CALL A RADICAL MONOPOLY..
A RADICAL MONOPOLY GOES DEEPER THAN THAT OF ANY ONE CORPORATION OR GOVERNMENT...

The article by Ivan Illich is available at Car Busters or on the web page <http://www.carbusters.ecn.cz/freesources>.


...WHEN CITIES ARE BUILT UP AROUND CARS, THEN DEVALUE HUMAN FEET...
...ORDINARY MONOPOLIES CORNER THE MARKET; RADICAL MONOPOLIES DISABLE PEOPLE FROM DOING OR MAKING THINGS ON THEIR OWN.
SO CARS RESTRICT THE CHOICE OF WHERE AND HOW PEOPLE TRAVEL, LIVE WORK AND PLAY.
...THAT IS WHY I SAY DEMOCRACY CANNOT BE POSSIBLE AT A SPEED HIGHER THAN FIFTEEN MILES PER HOUR...
THE SPEED OF A BICYCLE!!

Resources

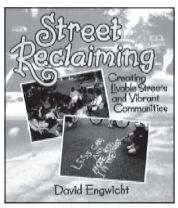
Ressources • Materialien • Recursos



Here you have it, our latest selection. Check out our new self-published release "CARtoons" by Andy Singer, and our expanded list of Freesources.

Street Reclaiming

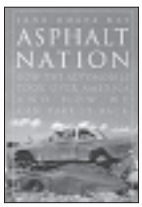
Creating Livable Streets and Vibrant Communities
David Engwicht, 1999, 207 pages
120 FF, 35 DM, £11, US$17, AUS$28, or CZK 600



Street Reclaiming not only celebrates the potential of our streets to become vibrant centres of culture and community once again—but also shows you how you can make it happen. A quantum leap beyond traffic calming, the book contains a host of practical ideas and tools for reclaiming your streets. For residents, a simple six-week programme to reduce traffic by 30 to 50 percent. For city officials, it shows how reducing traffic city-wide is as simple as reducing rubbish (trash).

Asphalt Nation

How the Automobile Took Over America and How We Can Take It Back
Jane Holtz Kay, 1998, 440 pages
125 FF, 36 DM, £12, US$18, AUS$32, or CZK 680



Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, architectural, and personal solutions to the problem, Holtz Kay shows that radical change is entirely possible. Essential reading for everyone interested in the history of our relationship with the car.

CarFree Cities

J.H. Crawford, 2000, 324 pages, hard cover
210 FF, 60 DM, £20, US$30, AUS$55, or CZK 1,100

An unapologetic argument for car-free cities combined with a detailed and well thought out plan, the book outlines a city structure carefully designed to minimise environmental impact and maximise quality of life worldwide. It gives practical suggestions for gradually implementing Crawford's car-free reference design in existing cities, and for creating new ones.

Autogeddon

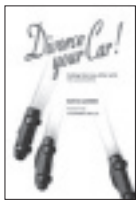
Heathcote Williams, 1991, 151 pages
98 FF, 28 DM, £9, US$14, AUS$24, or CZK 525

Autogeddon is exceedingly difficult to find these days. Part One is a brilliant and passionate 81-page poem on the insanity of car culture, juxtaposed with some of the most powerful colour photos out there on the subject. Part Two, titled "Voices Dying to be Heard Above the Traffic," contrasts hard-hitting quotations with black and white photography.

Divorce Your Car

Ending the Love Affair With the Automobile
Katie Alvord, 2000, 320 pages
125 FF, 36 DM, £12, US$18, AUS$32, or CZK 680

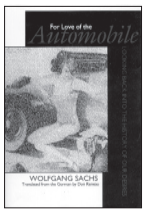
Most transportation reform books emphasize long-range political and economic policy. *Divorce Your Car!* speaks to individuals, encouraging readers



to change their own driving behaviour without waiting for broader social change, stressing that individual action can drive social change. From commuters crazed by congestion and "soccer moms" sick of chauffeuring, to environmentalists looking for auto alternatives, *Divorce Your Car!* provides all the reasons not to drive and the many car-free alternatives.

For Love of the Automobile

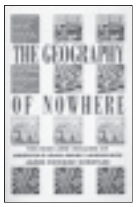
Looking Back Into the History of Our Desires
Wolfgang Sachs, 1992, 227 pages, hard cover
280 FF, 80 DM, £27, US$40, AUS$70, or CZK 1500



Far more than a means of transportation, the automobile has become a cultural icon for our times. Examining the history of the automobile from the late 1880s to the present, Sachs shows how the car gave form to the dreams and desires embedded in modern society—for speed, independence, comfort, status, glamour and power—and in so doing reshaped our very notions of time and space, our individual and societal values, and our outlook on progress and the future. In sum: an excellent and detailed cultural history of the car.

The Geography of Nowhere

The Rise and Decline of America's Man-Made Landscape
James Howard Kunstler, 1994, 304 pages
98 FF, 28 DM, £9, US$14, AUS$24, or CZK 525



Explores and deplores the privatised suburban wasteland that makes up so much of North America today. Not the most technical book on the subject of sprawl, but certainly one of the most entertaining, passionate, readable and accessible. One of the most popular books on the subject of transportation reform. The predecessor to Kunstler's *Home from Nowhere*, below.

Home from Nowhere

Remaking Our Everyday World for the 21st Century
James Howard Kunstler, 1998, 320 pages
98 FF, 28 DM, £9, US$14, AUS$24, or CZK 525

Kunstler offers a way back from the "tragic sprawlscape of cartoon architecture, junked cities, and ravaged countryside" that he described in *The Geography of Nowhere*. A powerful writer, Kunstler calls for the restoration of traditional architecture, sensible urban design principles, and the development of public spaces that meet people's need to interact with one another.

Sustainability and Cities

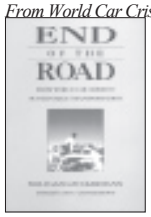
Overcoming Automobile Dependence
Peter Newman and Jeff Kenworthy, 1999, 350 pages
280 FF, 80 DM, £27, US$40, AUS$70, or CZK 1500

The authors make the case that the essential character of a city's land use results from how it manages transport, and that only by reducing our automobile dependence will we be able to successfully accommodate all elements of the sustainability agenda. The authors provide an updated survey of global cities that examines a range of sustainability factors and indicators, and, using a series of case studies, demonstrate how cities around the world are overcoming automobile dependence.

See extract in issue no. 6 of *Car Busters* magazine, page 10.

The End of the Road

From World Car Crisis to Sustainable Transportation
Wolfgang Zuckermann, 1991, 300 pages
70 FF, 20 DM, £7, US$10, AUS$18, or CZK 350



There are half a billion cars on the planet, and this is one of the earliest books to take a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, traffic calming, alternative transport modes, restructuring public transport and rearranging our lives.

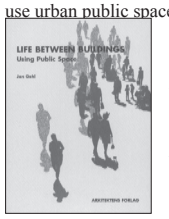
Public Spaces - Public Life

Jan Gehl and Lars Gemzøe, 1999, 96 pages
170 FF, 48 DM, £16, US$24, AUS$42 or CZK 900

This beautiful book filled with colour photographs and maps describes the remark-able qualitative human-scale improvements that have taken place in Copenhagen over the past 34 years, and how they have been accomplished. It presents a method of assessing urban quality and gives a thorough insight into how people use urban public spaces.

Life Between Buildings

Jan Gehl, 1996, 192 pages, third English edition
125 FF, 36 DM, £12, US$18, AUS$32, or CZK 680



A classic is republished and revised. First published in 1971, this book is the best source for understanding how people use urban public spaces. Published in many languages, it is a standard textbook in architecture and planning schools around the world, and continues to be the undisputed introduction to the interplay between public space design and social life.

Cutting Your Car Use

Save Money, Be Healthy, Be Green!
Anna Semlyen, 2000, 160 pages
50 FF, 15 DM, £5, US$7.50, AUS$13, or CZK 280

Britain's first personal traffic reduction guide. Packed with constructive, easy-to-follow, practical advice. For anyone who wants to cut their car use, or give up the car completely.

Family Mouse Behind the Wheel

Wolfgang Zuckermann, 1992, 30 pages, hard cover
70 FF, 20 DM, £7, US$10, AUS$18, or CZK 350

This colourful illustrated book teaches children the problems of car culture through the eyes of a family of anthropo-morphised forest mice, who decide to buy a car, build a road into their previously intact forest, and eventually, create an urban hell. An eye-opener complete with the obligatory moralistic message.

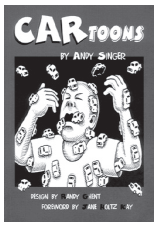
Alice in Underland

Wolfgang Zuckermann, 1999
70 FF, 20 DM, £7, US$10, AUS$18, or CZK 350

"A curious mixture of nonsense,

CARtoons

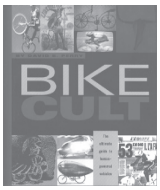
Andy Singer, 2001, 100 pages, optional CD-ROM
contains high-resolution TIF images of all graphics
Book: 40 FF, 12 DM, £4, US$6, AUS$12, CZK 200
Book plus CD-ROM: 65 FF, 20 DM, £6.50, US$10, AUS$20, 330 CZK



The long-awaited book compiles Singer's transport-related cartoons and makes them available to a wider audience (and free for non-profit use). Also features seven chapter texts and a compilation of hard-hitting quotations juxtaposed with the 'toons. No one will be ambivalent about *CARtoons*. Within its 100 pages your reaction will swing back and forth between laughter, astonishment and outright anger. A personal and provocative look at our relationship with the automobile, from Ford's first assembly lines to today's "drive-through" society. *CARtoons* doesn't just take a bite out of car culture, it chews it up and spits it out.

Bike Cult

The Ultimate Guide to Human-Powered Vehicles
David Perry, 1995, 570 pages
160 FF, 48 DM, £16, US$24, AUS$48, or CZK 800



Bike Cult sets its target on being the bike book of the century, and does a pretty good job. Packed with pictures and information on every aspect of bikes and cycling, it is a complete guide to (and celebration of) cycling as transportation, recreation, sport and way of life. Author Perry goes beyond just bikes and addresses HPVs of every kind - from bedrock to high-tech, from Leonardo to Schwinn, from rickshaws to rollerblades.

The Age of the Bicycle: A Novel

Miriam Webster, 1998, 270 pages
40 FF, 12 DM, £4, US$6, AUS$10, or CZK 150

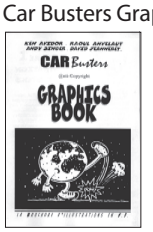
A quirky novel of love, magic, river gods and the mysterious end of the Automobile Age. Combining fairytale possibilities with sharp social satire to produce a novel to entertain children and adults alike.

Wise Fool Basics

K. Ruby, Wise Fool, 1999, 96 pp.
77 FF, 22 DM, £7, US$11,
AUS$18, or CZK 400

Giant puppet building, masks, street theatre tips, stilt-making…
A fantastic book full of useful information and inspiration for making direct action imaginative, artistic and endlessly creative. Complete with dozens of diagrams and photos.

Car Busters Graphics Book



Car Busters, 1999, 44 pages
35 FF, 10 DM, £3.5, US$5,
AUS$10, CZK 180

Our *Graphics Book* brings together some of the best graphics on file at Car Busters. Includes info on how to produce attractive posters, etc. The graphics can be reproduced freely (for non-profit purposes) by local groups and campaigns.

Direct Action Manual

Earth First!, 1998, 152 pages
40 FF, 12 DM, £4, US$6,
AUS$10, or CZK 150

This is an almost comprehensive guide to direct action tactics developed around the world. Lots of useful diagrams and illustrations.

Direkte Aktionen oder Die kleine Blockadefibel

Anonymous, 1999, 52 pages
6 DM or equivalent

Das Beste aus dem berühmt-berüchtigten Buch Road Raging: Top Tips for Wrecking Road Building. Hilfreiches für Protest-camps, Strassen-parties, Kran-blockaden, Car Walking, Subvertising, Informationen zu Rechtlichem und

"Freesources"

A growing selection of free articles and studies are available in several languages from the Car Busters website <http://www.carbusters.ecn.cz>:

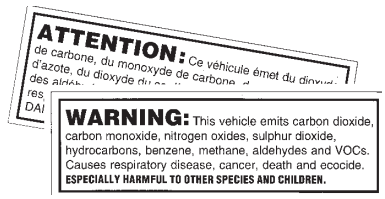
- *"Energy and Equity" by Ivan Illich*
- *"The Social Ideology of the Motorcar" by Andre Gorz*
- *"Hypermobility" by John Adams*
- *"The Secret History of Lead" by Jamie L. Kitman*
- *"American Ground Transport" by Bradford Snell*
- *"Time Pollution" by John Whitelegg*
- *"The Importance of the Car to the Modern Economy"*
- *"Depaving the World" by Richard Register*
- *"Road Raging: Top Tips for Wrecking Roadbuilding"*

Stickers

"One Less Car" Bike Stickers

Available in Czech, Dutch, English, Finnish, French, German, Norwegian/ Swedish/ Danish, Polish, Romanian, Serbian/Croatian, Slovakian and Spanish. Sized for bike frames, water-resistant. Ten stickers:
14 FF, 4 DM, £1.30, US$2, AUS$3, or CZK 40

The famous "One Less Car" sticker has become multilingual. Show drivers that your bike is not a part of the traffic problem.


ATTENTION: Ce véhicule émet du
de carbone, du monoxyde de carbone
d'azote, du dioxyde
WARNING: This vehicle emits carbon dioxide, carbon monoxide, nitrogen oxides, sulphur dioxide, hydrocarbons, benzene, methane, aldehydes and VOCs. Causes respiratory disease, cancer, death and ecocide.
ESPECIALLY HARMFUL TO OTHER SPECIES AND CHILDREN.

"Cancer Warning" Stickers

Big hard-to-remove stickers for cars.
Available in French, German, English, Spanish, Serbian/ Croatian and Czech. For 15 stickers: 20 FF, 6 DM, £2, US$3, AUS$5, or CZK 80

DISCONTINUED
HORRIBLE PRODUCT,
a new one introduced
right below

Stop-Sign Improvements

3.5 FF, 1 DM, £0.3, US$0.50, AUS$1, or CZK 15

Forty-six centimetres long. Bright red. These big glossy stickers are just the right size to go under the word "STOP" on stop signs. You can see them all over in Berkeley, California and Chapel Hill, North Carolina, USA. Why not your town, too?

Payment Instructions

Mail-Order Resources

Shipping is included in all listed prices (surface rate outside Europe). Unfortunately we cannot offer more of a discount, as items are sold only slightly above our costs. We accept ***U.S.***, ***British***, ***French*** *and* ***Australian*** *cheques, even* ***Czech*** *cheques—but please, NO EUROCHEQUES. We also accept international* ***postal money orders****, and even cash in the currencies listed below (and haven't had problems with this so far).* ***Germans*** *and* ***Austrians*** *can send bank transfers c/o Daniel Sokolov, KontoNr. 00032097298 bei Erste Bank, BLZ 20111. (Verwendungszweck: "CB ORDER", dein Name und E-mail-oder Postadresse.)*

Send payments to: Car Busters, Krátká 26, 100 00 Praha 10, Czech Rep.

Bank transfers to: Bank Austria Creditanstalt Czech Republic, a.s.; Pobocka Praha - Valdek, Jugoslavská 29, 120 01, Praha 2, Czech Rep.; acct. no. 48846-005; bank code 2700; SWIFT code BACXCZPP.

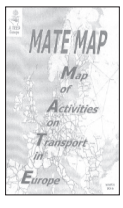
Magazine Subscriptions

Country	One Year	Two Years
Austria	*155 Schillings*	*275 Schillings*
Australia	*18.50 Dollars*	*32.50 Dollars*
Canada	*18.50 Dollars*	*32.50 Dollars*
Czech Rep.	*130 Korun*	*230 Korun*
France	*75 Francs*	*130 Francs*
Germany	*22 Marks*	*39 Marks*
Netherlands	*26 Guilders*	*46 Guilders*
U.K.	*7.50 Pounds*	*13 Pounds*
U.S.	*15 Dollars*	*26 Dollars*

Car Busters *is non-profit, and tries to charge a fair rate by taking into account differences in income and living costs in different parts of the world, while still keeping the payment system simple and understandable. The columns above indicate subscription costs for "First World" residents, in each of the currencies that we accept. Single copies cost US$3 or equivalent. Eastern Europeans and "Third World" residents can pay at a discounted "Eco" rate, listed on the Car Busters website.*

Distribution Orders *(5 or more copies): US$2 each or equivalent (you sell at US$3 and keep the difference). In Eastern Europe and the "Third World," you buy at US$0.66 and sell at US$1. This is beginning to sound like the stock market...*

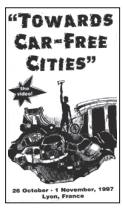
Other



MATE Booklet and Map

(Map of Activities on Transport in Europe)
A SEED Europe, 2000
50 FF, 14 DM, £4, US$7, AUS$12, CZK 250

A comprehensive guide to what is happening in the spider-like murky web of European transport including an owerview of TENs and TINA projects. It comes complete with a colour, easy-to-use 100x80 cm^2 supermap.



Towards Car-Free Cities

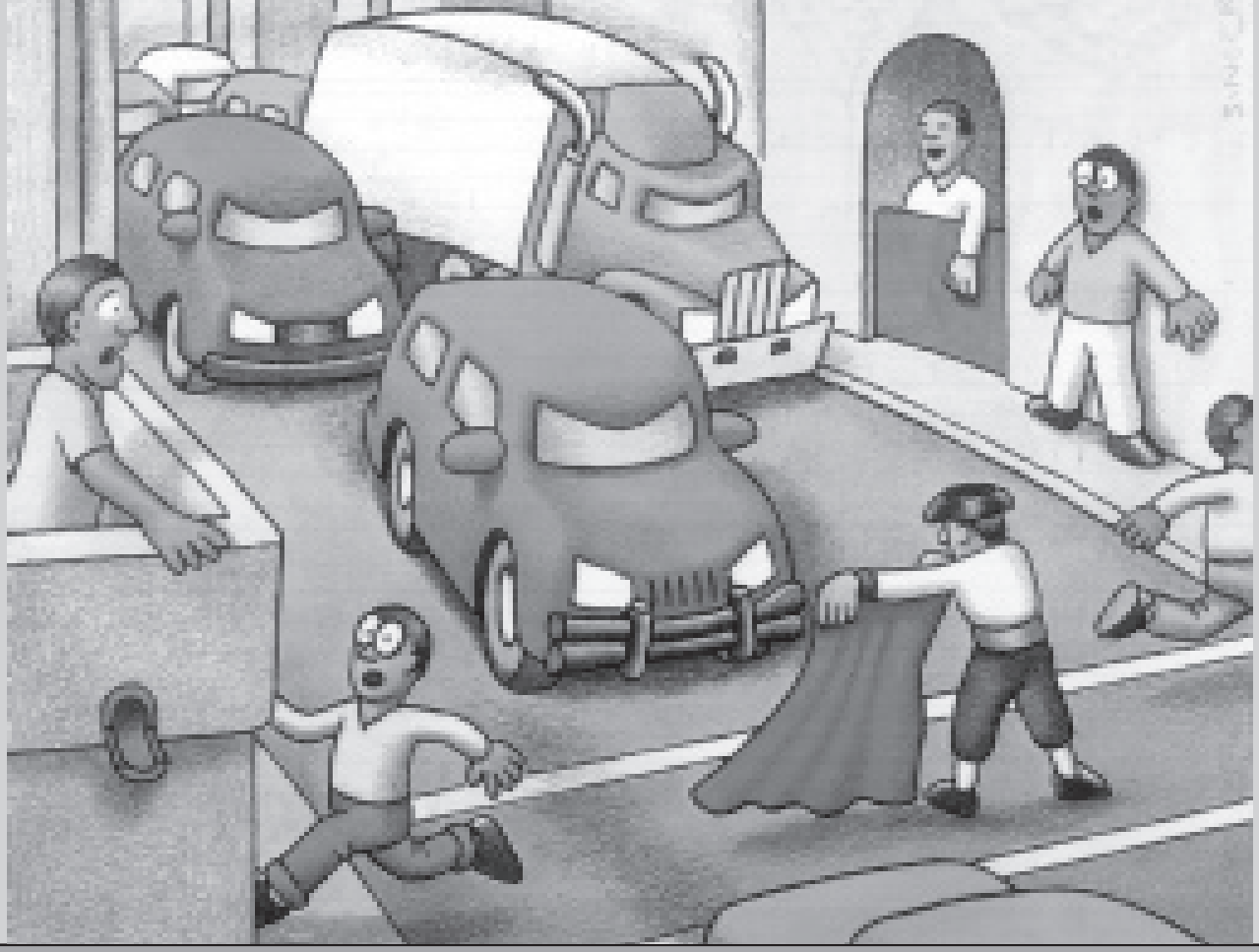
1997, 36 minutes, European PAL format
28 FF, 8 DM, £2.50, US$4,
AUS$7, or CZK 150

This video documents the work and actions of the first Towards Car-Free Cities conference. Includes France's first Reclaim the Streets party, interviews and more.

Not Finding What You're Looking For?

Detour Publications carries over 130 books and other resources on transportation and urban ecology, all available at a 10% discount to Car Busters subscribers.

www.detourpublications.org



CAR BUSTERS AIMS TO BUILD AND MAINTAIN THE INTERNATIONAL CAR-FREE MOVEMENT. ITS PROJECTS AND PUBLICATIONS ASSIST PEOPLE AROUND THE WORLD TAKING ON CAR CULTURE AND PROMOTING ALTERNATIVE WAYS OF LIFE. CAR BUSTERS AIMS TO FACILITATE EXCHANGE AND COOPERATION AMONG ACTIVISTS AND CAMPAIGNERS, REACH OUT TO THE PUBLIC, INSPIRE NEW ACTIVISTS AND CHANGE THE WORLD.

JOIN CAR BUSTERS TO-

o Member - US$30/£20/50 DM*
[includes a one-year magazine subscription, a copy of Andy Singer's "CARtoons," and an assortment of bike stickers]

o Supporter - US$50/£30/85 DM*
[includes a one-year magazine subscription, a copy of "CARtoons" and a copy of Ivan Illich's "Energy and Equity"]

o Saviour - US$100/£60/170 DM*
[includes a two-year magazine subscription, a copy of "CARtoons" and a copy of "Bike Cult."]

o US$15/£7.50* - Subscription Only: 1 Year

o US$26/£13* - Subscription Only: 2 Years

o _____ - Donator (Economic Liberty Rate)

o I'm enclosing _____ for the following books or resources: _____
_____.

o I want to receive your monthly e-mail bulletin, so here's my e-mail address (written clearly): _
_____.

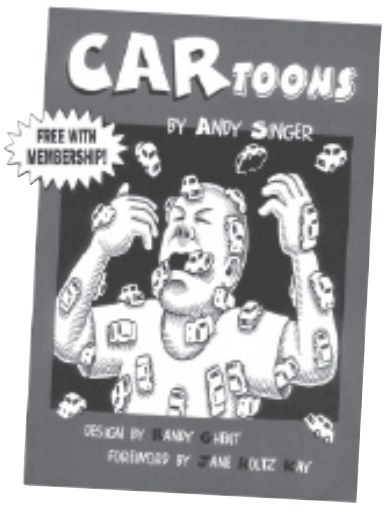
Name: _____

Address: _____

Signature: _____ Date: _____

PRICES VALID THROUGH 2002

* or the equivalent in FRF, AUD or CND. Car Busters accepts U.S., British, French, Czech and Australian cheques. More detailed payment options listed on p. 29 and on the web site. Cash is welcome in the mentioned currencies.



ä Car Busters, Krátká 26, 100 00 Praha 10, Czech Republic - e-mail: carbusters@ecn.cz web site: www.carbusters.ecn.cz

Announcements

Annonces • Anzeigen • Anuncios

Have something to announce? Send it in by the next deadline. Believe it or not, it will cost you nothing.

Conferences, Camps, Seminars and Workshops

• Earth First Summer Gathering
1 - 5 August, UK

An opportunity for everone involved or interested in ecological direst action, from around Britain and abroad, to come together, learn new skills and discuss ideas and plans for action. This year's gathering is being held on a beautiful site in the foothills of the Peak District.

It will be a diverse community with a wide range of approaches to action, so there should be plenty to interest and inspire you whether you have been active for years or completely new at all. Over 100 workshops sharing skills, campaigning and networking. National and international campaign round ups. Fun activities - rock climbing, nature walks, games. Plus entertainment (sorry, no sound systems!).

Cost is £10 donation to cover costs. Accommodation is camping only, please try to leave dogs at home, but if they must go contact them in advance. No cameras. Details EF! Summer Gathering, PO Box 487, Norwich NR2 3AL, UK.

<www.eco-action.org/gathering>
<summergathering@yahoo.co.uk>

• The First National Congress of Pedestrian Advocates
16 - 18 August 2001, Oakland, USA
The National Congress of Pedestrian Advocates will bring together pedestrian advocates from across the country for the purposes of building momentum and synergy, sharing ideas and best practices, and building a movement that will help strengthen the health and safety of all Americans and the livability of their communities.
<www.americawalks.org/news/congress/>

• Youth Environmental Summit
18 August - 1 September 2001,
Braunwald, Switzerland
E-mail:<gardner@mit.edu>
<www.globalsustainability.org/Education/YES2001/index.html>

• 12th Velo-city Conference
17 - 21 September 2001,
Edinburgh/Glasgow,Scotland
The event includes an outreach programme with local schools, and a day-long ride from one city to the other.
Detailed information can be found at: <www.velo-city2001.org>

• Carfree Redevelopment Conference
21 September 2001, Oakland and
28 September 2001, Ithaca, New York
The International Institute for Carfree Development will host two conferences the objective of which is to identify existing urban sites in need of redevelopment and to propose how sites might be restored as carfree areas.
E-mail:<postmaster@carfree.com>

• International Walk to School Day
2 October 2001
Any country that would like to participate in the events can promote its Walk To School Day/Week on the International web site: <www.iwalktoschool.org>

• Fourth Conference of the Eastern Asian Society for Transportation Studies
24 - 26 October 2001, Hanoi, Vietnam
Contact: Office of the EASTS Secretary General, c/o Association for Planning and Transportation Studies K-Wing 6F, 5-2-1 Kojimachi, Chiyoda-ku Tokyo 102-0083, Japan. Tel: +81 3 32651774
E-mail:<easts@sa2.so-net.ne.jp>
<www.ichini.cv.titech.ac.jp/~easts/>

• Urban Transport 2002: Eighth International Conference on Urban Transport and the Environment
13 - 15 March 2002, Seville
Contact: Susan Hanley, Conference Secretariat Urban Transport 2002, Wessex Institute of Technology Ashurst Lodge, Ashurst Southampton, SO40 7AA, UK
E-mail: <shanley@wessex.ac.uk>

Do you find this selection of announcements a bit dull? Why don't you send us something more exciting then?

Bust-

Announcements

Balkan Unity Ride

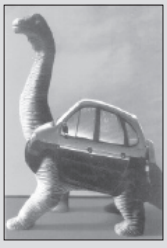
This year BUR starts on the 24th of July at ERA's eco-community house in Stanciova, western Romania. After four days of preparation and workshops we will travel through Romania, Serbia and Bulgaria before arriving at the EYFA summer gathering on the South Bulgarian Black Sea coast. On the way we will meet local environmental organizations, support their projects, form a network, and of course, promote sustainable transport.

If you are interested in working with us, supporting us, or joining us, then send an email to: <balkanunityride@yahoo.com>
P.S. BUR is the political takeover of the Ecotopia Biketour.

- Action in Zagreb, Biketour 1999 -

Dinocards Fly Out Australian Doors

Over 30,000 free postcards sporting the Car Busters "dinocar" image were distributed in cafes, cinemas and clubs across Australia by the Smogbusters network in late March.



"This card flew out the door", postcard distributor Avantcard reported. "The bold, witty image made a great statement and attracted a lot of attention."

The reverse of the card featured an educational message from Smogbusters, which began: "Carbonosaurus Trix says 'Don't be fossil fooled, cars are soooo last century!'"

The "fast mover", created by Randy Ghent for Car Busters no. 10, took just two weeks for all 31,670 cards to be snatched up. Car Busters now plans to release the card to the rest of the fossil-fooled world.

Brabantor. Pour ceux qui ne peuvent plus pédaler.

Pour les vieux